

2002 0332

IGSL

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

APR

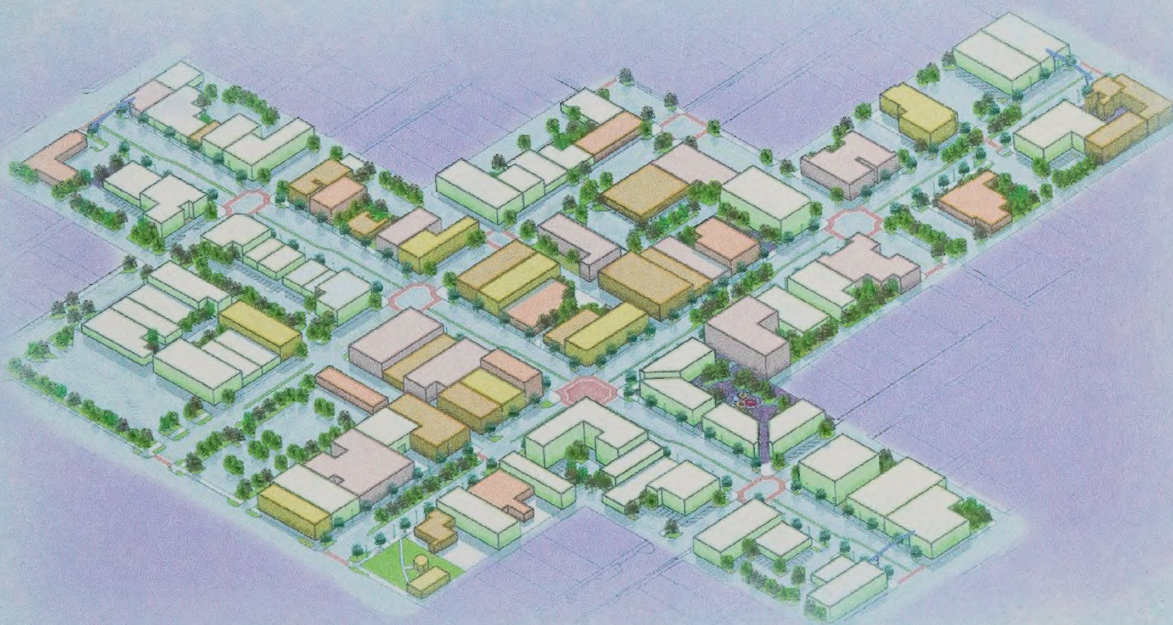
UNIVERSITY OF CALIFORNIA

City of Lompoc OLD TOWN LOMPOC SPECIFIC PLAN

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

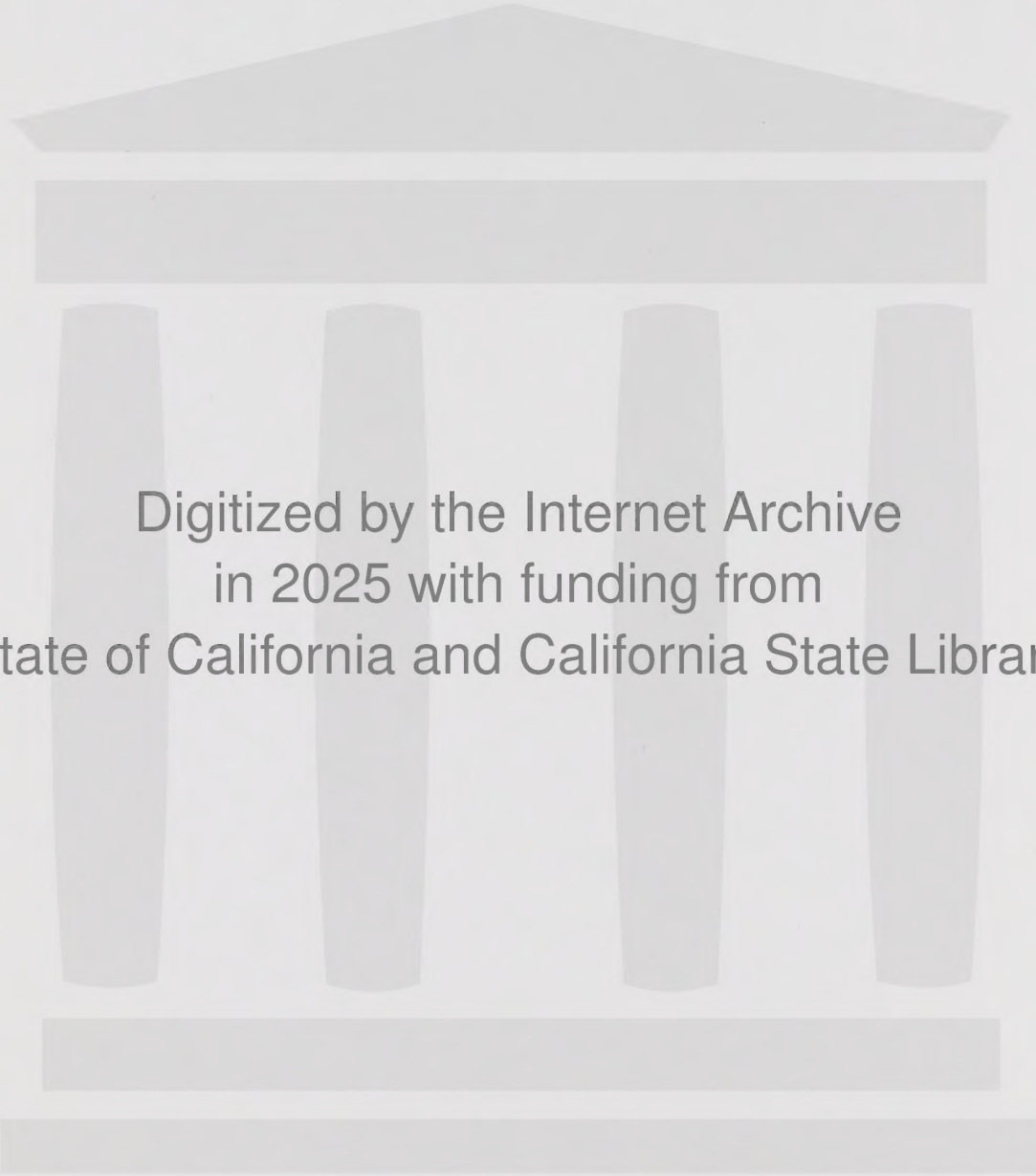
APR 26 2002

UNIVERSITY OF CALIFORNIA



RBF
CONSULTING

urban
design
studio



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C124880028>

Old Town Lompoc Specific Plan

Prepared for

City of Lompoc

Prepared by



Urban Design Studio/RBF

Consulting

14725 Alton Parkway
Irvine, California 92618

Contact: Mark Brodeur - 949.472.3505 - www.uds@rbf.com

November 2000

JN 10-100612



Acknowledgments

City Council:

Dick DeWees, Mayor
DeWayne Holmdahl
Janice Keller
Will Schuyler
Michael Siminski

**Planning
Commission:**

Jack Rodenhi, Chair
Ronald Fink
Ralph Harman
Ann Ruhge
Ed Shoemaker

Consultants:

Urban Design Studio/RBF Consulting
14725 Alton Parkway
Irvine, CA 92618
949.855.3505
website: www.rbf.com

Table of Contents

<u>Section</u>	<u>Page</u>
Chapter 1	
Introduction to The Specific Plan	1-1
A. Introduction	1-1
B. Specific Plan Contents	1-11
Chapter 2	
Planning Framework	2-1
A. Planning Process	2-1
B. Planning Issues	2-4
C. Goals and Implementation Strategies	2-5
Chapter 3	
Development Criteria	3-1
A. Introduction	3-1
B. Land Uses and Permit Requirements	3-3
C. Development Standards	3-7
D. Special Development Standards & Regulations	3-13
E. Development Incentives	3-25
Chapter 4	
Design Guidelines	4-1
A. Introduction	4-1
B. Context & Compatibility	4-5
C. Design Criteria	4-8
D. Signs	4-25
E. Landscaping & Public Spaces	4-36
F. Designing for Crime Prevention	4-43
G. Secretary of the Interior's Standards for Rehabilitation ..	4-47

Chapter 5

Urban Design & Streetscape	5-1
A. Purpose	5-1
B. Image and Identify	5-3
C. Urban Design & Streetscape Concepts	5-5
D. Streetscape Palette	5-7

Chapter 6

Implementation & Administration	6-1
A. Specific Plan Administration	6-1
B. Recommended Programs and Projects	6-4
C. Potential Funding Resources	6-12
D. Implementation Matrix	6-25

Chapter 7

Glossary of Terms	7-1
Definitions	7-1

Appendices

Appendix A - Removal of Nonconforming Signs: Sample Incentive Program	A-1
Appendix B - Initial Downtown Lompoc Traffic Review	B-1
Appendix C - Traffic Impact Analysis	



Chapter 1

Introduction to the Specific Plan

A. Introduction

1. Background

Lompoc is located in northern Santa Barbara County approximately 55 miles north of Santa Barbara. The City encompasses 11.3 square miles and is bounded on the north by unincorporated residential areas; on the east by the Santa Ynez River and agricultural areas; on the south by the Santa Rita Hills and Purisima Hills; and on the west by agricultural lands. State Highway 1 is the primary transportation corridor of the City.

The City recently expanded the boundaries of the Redevelopment area to encompass approximately 1,000 acres in the central urbanized area of the City. The downtown area or Old Town is at the heart of the redevelopment area. Once a thriving downtown, over the years, it has suffered.

2. Purpose of the Specific Plan

The purpose of the Old Town Lompoc Specific Plan is to:

- ☐ Develop the Old Town Commercial District and appropriate development standards;
- ☐ Prepare guidelines for the design of architecture, storefronts, landscaping, and signs which enhance the Old Town image and encourage pedestrian activity;
- ☐ Develop an appropriate urban design and streetscape concept plan for Old Town;
- ☐ Encourage the development of Old Town Lompoc as a center for specialty retail, mixed-use projects, and cultural activities;
- ☐ Enhance Old Town automobile and pedestrian circulation;

- ☐ Provide strategies for the effective implementation Old Town Specific Plan; and
- ☐ Ensure consistency with the Lompoc General Plan.

3. Specific Plan Area

In accordance with the Lompoc General Plan, the Specific Plan defines the Old Town Commercial District (OTC) and replaces the previous Downtown Overlay District (DO). The Specific Plan area is generally defined as the area bounded by Chestnut Avenue to the North, K Street to the West, Cypress Avenue to the South, and F Street to the East. Intersecting at Ocean Avenue and H Street in central Old Town, are two major highways. Highway 1 (H Street) runs North/South and Highway 246 (Ocean Avenue) runs East/West; both are largely dependant upon auto traffic.

4. Statutory Authority

The Old Town Lompoc Specific Plan is established through the authority granted to the City of Lompoc by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).

Specific Plans may be adopted by resolution or by ordinance. This allows cities to choose whether their specific plans, or portions thereof, will be policy-oriented (adopted by resolution) or regulatory (adopted by ordinance). All zoning related portions of the Old Town Lompoc Specific Plan (i.e. land use district, permitted uses and development standards) are prepared to serve as regulatory provisions; that is, superseding other regulations and ordinances of the City for the control of land use and development within the Specific Plan boundaries. Other portions (i.e. goals and policies, design guidelines, urban design and streetscape) are provided as City policies aimed at providing direction for future planning and public improvement efforts. Zoning, public works projects, development projects, and development agreements should be consistent with the adopted Specific Plan.

5. General Plan Consistency

California law requires a Specific Plan be consistent with the General Plan of the adopting locality. To ensure consistency with the General



Plan, a review was done of the existing General Plan for relevant goals and policies. This review revealed the Specific Plan and the General Plan to be complementary and consistent. The following General Plan goals, policies, and implementation measures highlight this consistency with the Old Town Specific Plan.

Land Use Element

The Specific Plan supports the General Plan Land Use Element by encouraging compact form development downtown and specifically by implementing and establishing standards for the Old Town Commercial district identified in the General Plan (Land Use - 9, 10, 15).

Goal 1 *Maintain a compact urban form and growth pattern which provides adequate space to meet housing, employment, business and public service needs.*

Policy 1.2 *The City shall encourage development of underdeveloped and vacant land within its boundaries.*

Goal 3 *Provide and maintain opportunities for a diversity of commercial and industrial enterprises to meet the goods, services, and employment needs of Lompoc Valley residents, as well as to attain a balance of employment and housing within Lompoc Valley.*

Policy 3.2 *The City shall encourage mixed use development in appropriate areas to provide opportunities for a jobs and housing balance at the community and neighborhood level.*

Goal 5 *Protect the Lompoc Valley's natural resources.*

Policy 5.6 *The City shall maintain a compact urban form.*

Circulation Element

Improvements to the pedestrian and vehicular circulation system are common to both plans.

Goal 1 *Maximize the efficiency, quality and safety of a multi-modal circulation system.*

Policy 1.2 *The City shall maintain roadway and intersection traffic levels of service (LOS) at LOS C or better throughout the City.*

Policy 1.8 *Provide an adequate supply of private and public off-street parking to meet the needs of residents and visitors to the City.*

Goal 2 *Minimize the public's exposure to circulation-related noise and safety hazards.*

Policy 2.2 *The City shall encourage regulatory agencies to designate routes away from urban and environmentally-sensitive areas for transportation of hazardous and explosive materials.*

Goal 3 *Maximize the viability and convenience of transportation modes that reduce automobile use.*

Policy 3.1 *The City shall provide and maintain a safe and convenient circulation system which encourages walking.*

Policy 3.2 *The City shall provide and maintain a safe and convenient circulation system which encourages bicycle travel.*

Goal 5 *Reduce automobile use and the associated emissions by maintaining a compact and well-designed urban form which encourages alternative transportation modes.*

Implementation Measure 6 *The City shall identify and schedule paving of incomplete street widths and alleys where necessary to remove safety hazards.*

Implementation Measure 17 *The City shall pursue funding from Federal, state, and regional agencies for the development of park-and-ride lots near major arterial roadways in the southeast and northern areas of the City.*

Implementation Measure 24 *The City shall require, as part of the development review process, a system of sidewalks or pathways for all new development to provide a safe environment for pedestrians.*

Implementation Measure 25 *The City shall explore traffic calming techniques to enhance pedestrian safety in the Old Town pedestrian-oriented business district and other places of high volume pedestrian uses.*



Housing

The Specific Plan increases housing choice and opportunity within Lompoc, in accordance with the General Plan, by promoting mixed-use developments within Old Town.

Goal 1 *Provide a choice of housing opportunities for all economic segments of the community.*

Policy 1.1 *The City shall encourage housing development which provides varied housing types, sizes, and tenure opportunities.*

Parks and Recreation Element

The Lompoc General Plan goals and policies for parks and recreation are supported by the Specific Plan's open space and pocket parks for Old Town.

Goal 3 *All park and recreational facilities shall be well designed, developed, and maintained, as well as serve to enhance the positive aspects of the neighborhood.*

Policy 3.1 *The City shall encourage developments adjacent to parks or open space to provide direct access to, and common open space with, such areas.*

Implementation Measure 4 *The Lompoc Redevelopment Agency may acquire and develop park and recreation facilities inside the Redevelopment Agency Project Areas.*

Public Services

The Lompoc General Plan Public Services goals and policies are compatible with those of the Old Town Specific Plan.

Goal 2 *Provide attractive streets and neighborhoods by undergrounding utility distribution lines.*

Policy 2.1 *The City shall require undergrounding of existing overhead utility distribution lines in association with new developments and for major remodeling projects.*

Goal 8 *Develop continuing systems for the prevention of crime.*

Goal 9 *Provide safe, attractive, and efficiently-designed facilities to serve public needs.*

- Policy 9.1** *The City shall strive to provide safe, attractive, and efficiently-designed facilities for public and quasi-public organizations.*

Urban Design

The Urban Design Element of the General Plan does not conflict with the goals of the Old Town Specific Plan and, in fact, only reinforces them. Urban design recommendations from the General Plan include such policies as protecting the small town character through eliminating the need for on-site parking, enhancing the pedestrian environment, and encouraging a cohesive visual identity. Urban design goals from the General Plan that are also reflected in this Specific Plan include the following:

Goal 2 *Protect and enhance the “small town” character of the Old Town.*

- Policy 2.1** *The City shall support the historical character, scale, and architecture of the Old Town area.*
- Policy 2.2** *The City shall ensure that all development in the Old Town area is designed in a manner that maintains, encourages, and enhances pedestrian activity between various uses and activities. This includes the design of buildings, street corridors, plazas, and pedestrian spaces.*
- Policy 2.3** *The City shall provide for sufficient and conveniently-located public parking to allow the Old Town area to function as a pedestrian-oriented business district without on-site parking.*
- Policy 2.4** *The City shall ensure that parking lots in the Old Town area are located and designed to avoid breaking the continuity of building facades.*
- Policy 2.5** *The City shall encourage existing commercial facilities to improve their appearance and condition, and ensure that all new development contributes toward an overall positive and cohesive visual identity.*

Goal 4 *Protect and enhance the visual qualities of Lompoc’s urban streetscapes and public places.*

- Policy 4.1** *The City shall support efforts to improve the appearance of expressways and arterials.*
- Policy 4.3** *The City shall encourage signage which enhances the visual qualities of the urban streetscape.*



Policy 4.4 *The City shall continue to encourage provision of art in public places.*

Policy 4.5 *The City shall encourage the owners and/or operators of land uses and activities which are unsightly to clean up the affected area or to use landscaping and other design measures to soften or screen the area.*

Policy 4.6 *The City shall encourage the development of the urban forest along streetscapes and in public places.*

Policy 4.7 *The City shall encourage the provision of open space in all public places.*

Goal 5 *Ensure high-quality design and development.*

Policy 5.1 *The City shall ensure that all public and private improvements or development projects are consistent with the architectural, landscaping, and site design requirements.*

Policy 5.2 *The City shall periodically review and update its architectural, landscaping, and site plan review process, as well as any associated guidelines.*

Implementation Measure 8 *The City shall amend the Zoning Ordinance to: 1) add a design overlay zone in the Old Town area; and 2) establish design guidelines for the architectural appearance, site function, pedestrian enhancement, protection and development of structures within the overlay zone. All development within the overlay zone must conform with the guidelines. (Specific Plan defines and applies Old Town Commercial District to Old Town area.)*

Implementation Measure 10 *The City shall explore methods for providing sufficient off-site parking in the Old Town area.*

Implementation Measure 13 *The City shall review the street-naming and street-numbering policy for future developments.*

Implementation Measure 16 *The City shall establish a citywide street tree median and parkstrip planting program, if funding is available. Landscaped areas shall be located and designed to maintain vehicular and*

pedestrian safety, to beautify the roadways, and to maintain traffic-flow efficiency.

Implementation Measure 20 *The City shall identify boundaries of the Old Town area and include those boundaries on the Zoning Map.*

Implementation Measure 24 *The City shall continue to review development proposals on a project-specific basis with added attention to avoidance to degradation of objects or aesthetic and/or historical significance. New development shall be subject to design review as part of the City's project approval process.*

Resource Management

The Resource Management chapter of the General Plan supports architectural preservation and rehabilitation in Old Town.

Goal 3 *Protect cultural resources in recognition of their aesthetic, educational, cultural, and scientific values.*

Policy 3.1 *The city shall promote rehabilitation of residences and structures with historical or architectural value.*

Implementation Measure 20 *The City shall publicize applicability of the State Historic Building Code in repair, alteration, and additions to historic structures.*

Implementation Measure 21 *The City shall establish a program of financial incentives to encourage the rehabilitation of buildings which are eligible to be or have been designated City landmarks. The program shall include:*

Allocation of Community Development Block Grant rehabilitation funds toward historic structures;

Encouraging local lending institutions to establish a special loan program for historic neighborhoods and structures. Such a program will assist local lending institutions in meeting their obligations under the Community Reinvestment Act;

Publicizing and pursuing financial incentives for historic structures which are



available under State legislation, and

Amending the City Code to waive or reduce building permit fees for historic structures which undergo rehabilitation in accordance with the design guidelines for historic structures.

Implementation Measure 22 *The City shall publicize and provide information to property owners of historic structures or places regarding the benefits of Federal, state, county, or City landmark status.*

General Plan Consistency Conclusions

No inconsistencies exist between the Lompoc General Plan Elements and the Old Town Specific Plan. The General Plan provides a supportive foundation for the Specific Plan and reinforces its goals and policies for the Old Town area. The establishment of the Old Town Commercial district, development criteria, design guidelines, urban design and streetscape enhancement program within the Specific Plan all combine to effectively implement the applicable objectives and policies established in the General Plan.

Adoption and implementation of the Old Town Lompoc Specific Plan will help ensure that future development in the area is consistent with the overall vision of the area created by the General Plan and its individual goals and policies.

6. California Environmental Quality Act Compliance

In compliance with the California Environmental Quality Act (CEQA), an environmental assessment (initial study) was done for the Old Town Lompoc Specific Plan to supplement the General Plan's comprehensive Environmental Impact Report (EIR). The initial study determined that the implementation of the Specific Plan would have the same or fewer impacts than implementation of the General Plan policies and zoning currently in effect and therefore a negative declaration is sufficient.

B. Specific Plan Contents

1. Chapter 1 - Introduction

This section presents necessary background information pertaining to the Specific Plan such as regional context, purpose, the Specific Plan area, and the document's relationship to the General Plan. The chapter also gives a brief summary of the contents of each chapter.

2. Chapter 2 - Planning Framework

Chapter 2 includes a discussion of the planning process and background on the planning issues in Old Town Lompoc. This section also establishes the Specific Plan goals and implementation strategies as they relate to Land Use, Community Design and Image, Circulation and Parking, and Economic Development.

3. Chapter 3 - Development Criteria

This chapter establishes a clear definition of permitted, conditional, and prohibited uses within the Old Town Commercial (OTC) land use district. General and specific development standards and regulations for the OTC district are discussed as well.

4. Chapter 4 - Design Guidelines

The design guidelines establish basic rules for integrating design context and compatibility for existing and proposed development in the OTC district. Design consideration and detailed guidance for infill development, storefront design, signage, historical rehabilitation, and landscaping/public spaces are discussed as well.

5. Chapter 5 - Urban Design and Streetscape

Chapter 5 establishes overall urban design and streetscape enhancement recommendations for Old Town Lompoc. The section identifies public/private streetscape design elements including, plazas, street furniture, pedestrian lighting, and other unique new features in Old Town.

6. Chapter 6 - Implementation and Administration

This section provides guidance on the administration of the Specific Plan and offers several recommendations for its effective implementation. The chapter includes a list of financing and funding approaches that will help guide Lompoc toward its formulated goals for Old Town.

7. Chapter 7 – Glossary of Terms

This section defines those design and technical terms found in the Specific Plan that may be unfamiliar to the reader.

Chapter 2

Planning Framework

A. Planning Process

In Spring 2000, the Lompoc City Council approved the contract for Urban Design Studio to prepare the Old Town Lompoc Specific Plan. Subsequent to that approval, a planning process was initiated to develop the Plan, including: research of existing documents, field reconnaissance, public involvement, preliminary strategies and directions, drafting of goals and objectives, and preparation of development regulations, guidelines, and policies.

Following are descriptions of the major elements of the Old Town Specific Plan process:

1. Review of Existing Documents

The planning process began with a thorough review of and evaluation of existing background information. These documents provided the framework and backbone for the Old Town Lompoc Specific Plan. Documents reviewed included the Lompoc General Plan, Old Towne Lompoc Specific Plan (completed by Cal Poly San Luis Obispo students), Lompoc Municipal Zoning Code, and others.

2. Community Involvement

Preparation of the Specific Plan included a comprehensive public participation process. The public was involved to accurately identify concerns and problem areas, generate ideas, and clarify and resolve issues. Following are brief descriptions of the community involvement and outreach components:

- **Staff Meeting (May 17, 2000)** The consultant team met with City of Lompoc staff members to review municipal priorities and opportunities, as well as each individual's ideas for the Old Town area.
- **Old Town Walks (May 17, 2000)** A guided walk was taken with members of City Council, Planning Commission, Chamber of Commerce, City staff and other officials representing Old

Town interests. The walk was organized in order to identify unique features, note different land uses, record any visual observations and opportunities, and to identify important areas or features .

- ***Kick-off dinner (May 17, 2000)*** After the Old Town Walk, consultants met informally with walk participants during a city-hosted dinner. This was an opportunity for local leaders to discuss their “visions” for the area in a relaxed atmosphere.
- ***Personal Interviews (May 18 and 19, 2000)*** Approximately 20 personal interviews were conducted with community members representing various interests. Topics discussed included streetscape design, architecture, land use, public relations, circulation, and parking.
- ***Old Town Storefront Workshop I (May 20, 2000)*** Two public workshops were held in Old Town to begin developing consensus on the issues framing a revitalization strategy. The verbal information gathered during the prior activities and the observations made during the walks and interviews were presented to the public. A preference survey was then conducted in an effort to determine which issues were most important. Approximately 35 people attended the two workshops.
- ***Follow Up Workshop (June 8, 2000)*** The Lompoc City Planning Department facilitated a follow-up workshop on June 8th to gather additional community input. A similar presentation and preference survey was conducted with approximately 20 local citizens in attendance.
- ***Farmers Market Booth (August 11, 2000)*** Old Town Lompoc Specific Plan draft products were made available for community review at the Lompoc Farmers Market on August 11. Draft products included the vision plan, streetscape concept, development standards, and design guidelines. The public was invited to record their observations and concerns on comment cards.
- ***Saturday Storefront Workshops (August 12, 2000 and October 28, 2000)*** Formal presentation of the draft products described above were made to interested public at a storefront



workshop held on August 12. These products were revised and refined based on community input and City comments and presented as complete draft Specific Plan to the public in a workshop held on October 28.

- **Joint City Council/Planning Commission (December 12, 2000)** A revised draft Specific Plan which incorporated public comment and City recommendations was presented to a joint meeting of the City Council and Planning Commission.

B. Planning Issues

A number of specific issues have been identified as important in the Old Town Lompoc Specific Plan effort. This summary of issues is based upon review of existing plans and documents, community input, and an analysis of existing physical and social conditions within the Specific Plan area. The issues, many of which overlap, provide the context for the Goals and Objectives.

- *Identity* - Providing Old Town with a distinct identity, personality, and coherent image, while respecting its architectural diversity
- *Community* - Developing Old Town as the heart of and gathering place for the community
- *Pedestrians* - Encouraging pedestrian travel throughout Old Town and striking a balance with the auto-oriented environment
- *Historic Preservation* - Protecting and enhancing the remaining historical significance of Old Town
- *Aesthetics* - Creating an Old Town with an attractive urban design that appeals to members of the community and its visitors
- *Land Use* - Developing a mix of Old Town land uses that attracts and meets the needs of local residents and visitors
- *Natural Environment* - Increasing flowers, trees, and other plants within Old Town, enhancing the "Valley of Flowers" image
- *Management* - Establishing a well-managed, committed Old Town community that attracts, retains, and expands businesses



Old Town Lompoc commercial corner

C. Goals and Implementation Strategies

This section of the Old Town Specific Plan provides goals and general implementation strategies which support the overall goal and vision for Old Town Lompoc. Used in conjunction with the Land Use and Development Standards, they will help determine whether a project will be a contribution or detriment to the desired future of Old Town Lompoc.

“Goals” help work toward the “vision” by pointing us in the right direction. Goals are broad statements that are action-oriented.

“Implementation Strategies” are specific and measurable. They direct the City in specific ways towards reaching its goals. This includes not only the goals stated in the Specific Plan, but also the broader goals of the Lompoc General Plan (refer to General Plan Consistency discussion in Chapter I). If a question arises regarding the intent of any implementing strategy, the corresponding goals should be examined to determine the intent of the strategy.

1. Overall Goal

To create a revitalized Old Town Lompoc that is attractive, safe, economically vibrant, respectful of historical and natural resources, and integrated with active shops, housing, workplaces, parks, and civic facilities that are pedestrian-oriented and inviting to residents and visitors alike.

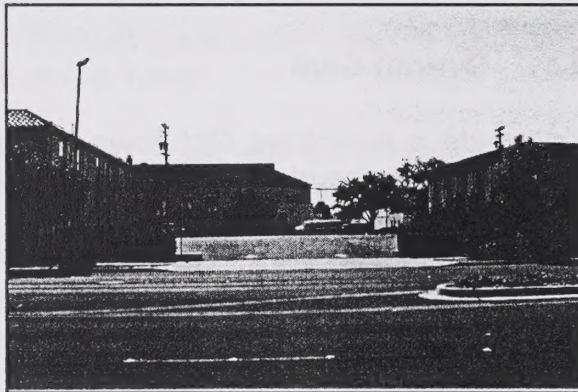
2. Land Use Goals & Implementation Strategies

Goals

- a. Establish Old Town Lompoc as the City’s cultural and civic center.
- b. Develop a land use pattern that provides a variety of uses within a pedestrian-friendly environment.

Implementation Strategies

- a. Define a compact central business and activity district to serve as the core of Old Town.
- b. Develop a separate zoning designation for the Old Town core, the Old Town District, that increases the intensity and density of uses that are allowed and includes more pedestrian-oriented regulations. Include provisions for such uses as outdoor dining, street vending, and second story residential and office space.
- c. Provide flexible zoning for a variety of housing opportunities, including mixed residential/office/commercial uses.
- d. Broaden current land uses by encouraging such uses as: family entertainment, outdoor recreation and sports, arts and crafts, antiques, museums, technology, coffee shops, markets, music stores, and restaurants.
- e. Provide infill incentives to encourage appropriate use of vacant lots.
- f. Create more pedestrian-oriented space by encouraging new replacement structures and infill development in Old Town to build to the sidewalk edge.
- g. Redevelop key sites within Old Town into community assets, including the city-owned public parking lot along the south side of Ocean Avenue between "I" and "J" Streets and the northeast corner of Ocean Avenue and "H" Street. The city should negotiate a right-of-first refusal to purchase the property on the northeast corner of "H" and Ocean in the event a serious offer is made to Mobil Oil.



Infill opportunity

- h. Establish a major public open space with amenities in Old Town core. Create opportunities/incentives for providing additional open spaces, plazas and parks.
- i. Promote the use of Old Town for more community events, special events for youth and seniors, entertainment, and provision of the arts.
- j. Increase opportunities for regular youth activity and entertainment in the Old Town area.

3. Community Design & Image Goals & Implementation Strategies

Goals

- a. Develop an easily recognizable identity for and positive image of Old Town Lompoc.
- b. Maintain and enhance the historic and natural characteristics of Old Town Lompoc.

Implementation Strategies

- a. Create an identifiable theme for Old Town that is based on the city's history and architectural diversity, coupled with the region's natural beauty and amenities (wine, flowers, climate).

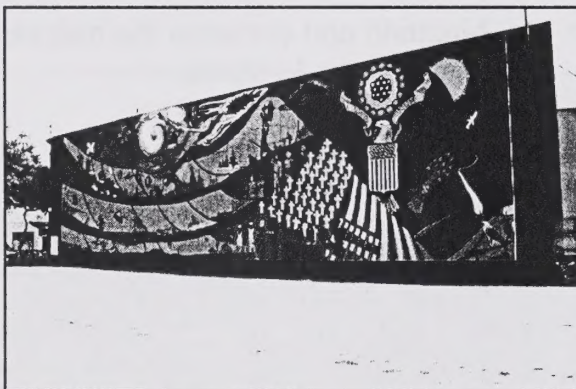


"H" Street median

- b. Use a coordinated streetscape program (lights, benches, banners, planters) to further reinforce and develop an identity for Old Town.
- c. Install large scale vertical entry elements or street spanning arches to define the major entries and intersections into Old

Town. Focus major entry features in or near the medians at: Ocean Avenue and "F" Street; Ocean Avenue and "J" Street; and "H" Street and Walnut Avenue.

- d. Incorporate planters with flowers and street trees in Old Town right-of-way where possible. Encourage private property owners to provide flowers and other natural amenities as well.
- e. In partnership with the Lompoc City Electric Division, jointly foster a method to underground utilities throughout Old Town.
- f. Remove slipcovers, where possible, on commercial storefronts throughout Old Town using materials consistent with materials previously utilized on the structure. Identify and use contractors with expertise in historic buildings and seismic retrofitting.
- g. Provide incentives and guidance for facade rehabilitation and restoration. Seek local bank support to jointly develop a facade rehabilitation loan program.
- h. Investigate revisions to the City of Lompoc's Unreinforced Masonry Ordinance (URM) to allow greater flexibility in dealing with aging and historic Old Town structures.
- i. Continue to encourage local public art throughout Old Town. Use public art to develop community pride, recognition, interest, and walking tours. Incorporate wind-driven, kinetic art that takes advantage of environmental conditions.
- j. Further enhance and develop "Art Alley" as an Old Town focal point and attraction subject to an engineering study.



South "H" Street mural

- k. Create appropriate development standards and building design guidelines that promote a high quality image for Old Town.
- l. Develop sign regulations and a creative sign ordinance that enhances the historical and diverse image of Old Town. Explore the idea of a City or Chamber-sponsored incentive program to remove non-conforming or unattractive signs (see Appendix A).
- m. Establish a comprehensive system of informational and directional signs (wayfinding) from all major highways and arterials to direct vehicular and other travelers to Old Town. Utilize a colorful graphic approach which looks unlike other traffic regulatory/directional signage systems and which projects an appropriate image of Old Town. Include kiosks, downtown directories, and public parking signs.
- n. Address public safety concerns through the implementation of Crime Prevention Through Environmental Design (CPTED) principles, contained in the Design Guidelines chapter.

4. Circulation & Parking Goals & Implementation Strategies

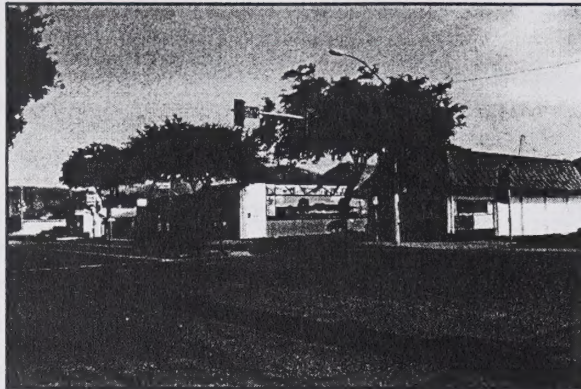
The proposed Specific Plan is forecast to add approximately 837 p.m. peak hour trips to the existing roadway network. All study intersections are forecast to continue operating at an acceptable LOSC or better with the addition of project generated trips for all study scenarios. Therefore, no roadway segment or intersection improvements are recommended for the proposed Specific Plan. (see Appendix B & C).

Goals

- a. Provide a pedestrian and vehicular circulation system that furthers economic development, convenience, safety, and choice.
- b. Provide adequate and accessible parking throughout Old Town Lompoc.

Implementation Strategies

- a. Modify current zoning to introduce more pedestrian-friendly regulations.



Ocean Avenue

- b. Sandblast the surface of existing sidewalks and re-seal to improve both the aesthetics and accessibility of Old Town sidewalks.

- c. Install a comprehensive streetscape program along "H" Street and Ocean Avenue based on the Old Town Lompoc Street Furniture Palette to enhance both pedestrian and vehicular travel. Implement a streetscape "Demonstration Block" along the 100 block of South "H".

- d. Increase pedestrian safety and walkability by calming traffic along "H" Street and Ocean Avenue within Old Town through bump-outs, special paving at intersections, and increased "side friction" with streetlights, trees, etc.

- e. Maximize on-street parking by identifying opportunities to increase diagonal parking on Old Town side streets.

- f. Subject to an engineering study, consider utilizing building rears as secondary storefronts to make parking behind buildings more attractive. Employ wayfinding system to assist in promoting these and other less known parking spaces. Re-pave those alleys in need.



Lompoc alley



- g. Target potential sites in the Old Town for future parking structure locations that will include ground level retail.
- h. Re-route truck traffic from Old Town streets to an alternate route.
- i. Maintain four lanes of travel (two in each direction) along Ocean Avenue and "H" Street north of Ocean to keep traffic flowing on these two arterials to discourage diversion/intrusion onto parallel local parkways.

5. Economic Development/Management Goals & Implementation Strategies

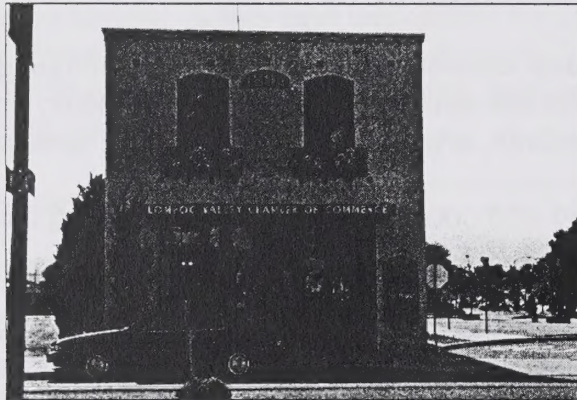
Goals

- a. Enhance economic development and success in Old Town Lompoc.
- b. Establish an effective and active Old Town business community.

Implementation Strategies

- a. Increase diversity in Old Town by recruiting locally-owned businesses such as outdoor cafes, music stores, high-tech businesses, arts and crafts stores, and specialty shops.
- b. Extend and coordinate consistent evening business hours in Old Town to better serve local commuters.
- c. Renovate and revitalize the theater in Old Town and promote as a major venue for performing arts and entertainment.
- d. Establish a well-coordinated and funded maintenance program for Old Town property, streets, and landscaping.
- e. Consider raising the local bed tax by 1% to help fund Old Town public improvements.

- f. Develop a loan pool that provides: 1) micro-loans for minor physical improvements like painting or rear-entry improvements and, 2) construction loans for more substantial improvements.
- g. Introduce a business retention and expansion program to assist existing businesses.
- h. Initiate a strategic marketing campaign; hire a professional public relations/marketing firm to develop a logo for Old Town.
- i. Develop a retail improvement and development guide for both existing and potential Old Town business owners.
- j. Hire a "downtown manager" and give that person responsibility for coordinating Old Town events and activities and addressing issues and concerns.



The Chamber will play a key role in the economic development of Old Town

Chapter 3

Development Criteria

A. Introduction

This chapter establishes the land use district within the Old Town Lompoc Specific Plan area and the development standards that apply. The Old Town Commercial (OTC) land use district and the development standards provide the general development provisions for the Specific Plan area.

1. Old Town Commercial District (OTC)

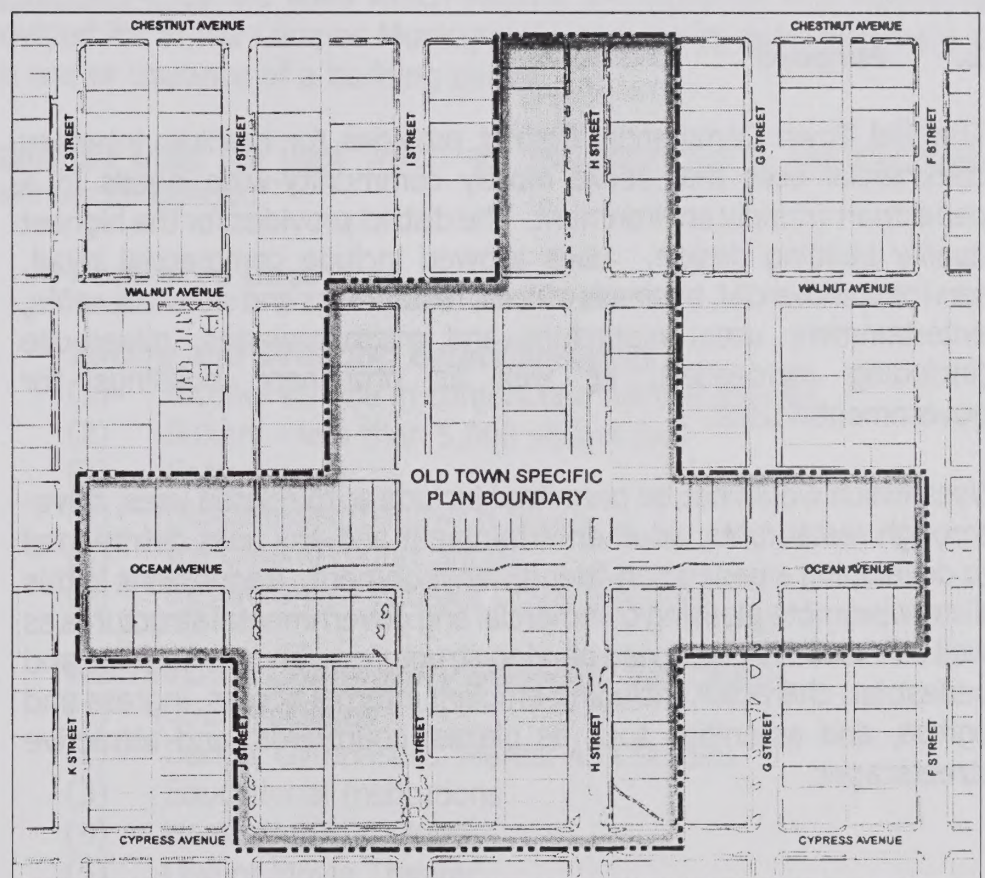


Figure 3.1

The creation of the Downtown Overlay District (DO) in the City of Lompoc Zoning Ordinance was an important step in redeveloping the old town area. While this zoning designation provided greater flexibility, it did not fully recognize the unique qualities of the Old Town core – that is, generally the area from Chestnut Avenue to Cypress Avenue and "F" Street to "K" Street (Figure 3.1). In accordance with the Lompoc General Plan, the Specific Plan defines the Old Town Commercial District (OTC) and replaces the previous Downtown Overlay District (DO).

Where the development standards of the Specific Plan are different from the standards in the Zoning Ordinance, the Specific Plan standards shall apply. Where direction is not provided in this Specific Plan, the provisions of the Zoning Ordinance shall prevail.

2. Purpose

The Old Town Commercial District provides for medium-intensity commercial uses that serve mostly community-wide needs in a pedestrian-friendly environment. The district provides for the highest quality building design. Uses allowed include commercial retail, service commercial, business offices, restaurants and sidewalk cafés, entertainment uses, nightclubs and microbreweries, mixed-use (including residential), as well as prominent buildings for governmental uses.

Uses which would not be permitted include auto related uses, drive-through restaurants, adult entertainment and any uses detrimental to developing a pedestrian-friendly environment. Regulations in this district promote pleasing commercial and governmental structures as well as excellently designed parking structures with human scale and pedestrian character, including efficient internal access, ingress and egress, and amenities such as plazas, courtyards, and attractive streetscapes.

B. Land Uses and Permit Requirements

The following section describes those land uses which are permitted, conditionally permitted, or prohibited in the Old Town Commercial District (OTC). Where a use is unlisted, the City Planner, or designee, shall be responsible to make a determination of the most appropriate use classification. Unless the proposed use is determined to be similar to a listed use, it shall be prohibited.

Permitted Uses are uses which are permitted as of right within the Old Town Commercial land use classification. Permitted uses shall obtain a *business tax statement*, or equivalent, prior to commencement of the use.

Conditional Uses are uses which require a Conditional Use Permit, as provided for in the Lompoc Municipal Code, prior to commencement of the use or issuance of a building permit.

Prohibited Uses are uses which are not permitted in the Old Town Commercial District.

1. Permitted Uses

a. *Eating and Drinking Establishments*

- (1) Alcohol service in conjunction with restaurant
- (2) Bakery - less than 5,000 square feet
- (3) Coffeehouse
- (4) Delicatessen/Sandwich Shops
- (5) Ice Cream/Yogurt Shops
- (6) Restaurants - Without Drive-Throughs

b. *Recreation, Community Services, Education*

- (1) Court Facilities
- (2) Dance, Gymnastics, Martial Arts Studios
- (3) Educational Institutions
- (4) Health/Athletic Clubs
- (5) Live or Movie Theater
- (6) Parks/Playgrounds/Community Gardens
- (7) Public/Quasi-Public Uses
- (8) Public Safety Facilities

c. *Retail Commercial*

- (1) Art Galleries and Studios
- (2) Auto Parts Sales, with any repair and installation incidental and fully enclosed within a building - less than 5,000 square feet
- (3) Flower/Gift Shops
- (4) Clothing
- (5) Handicraft-Type Industries (furniture, saddles, sculptures, stained glass, etc. - less than 5,000 square feet)
- (6) Hardware store, less than 5,000 square feet
- (7) Office Supplies/Equipment
- (8) Retail Stores, general merchandise
- (9) Specialty Food Sales
- (10) Furniture Stores
- (11) Motorcycle Sales, with any repair and installation incidental and fully enclosed within a building.

d. *Service Uses*

- (1) Banks, Credit Unions, and Financial Institutions without drive-throughs
- (2) Offices, Governmental
- (3) Offices, Professional (restricted from ground floor on Ocean Avenue and "H" Street)
- (4) Personal Services (i.e. barber, beauty, and nail shops; tailor shops, dry cleaners/Laundromat, travel agency)

e. *Residential Uses*

- (1) Mixed Use Developments, including residential and office/retail/ service components within the same structure. Residential must be located above the first floor and shall be build with a 1.00 FAR with a minimum of 33% of floor area for residential.

2. *Conditionally Permitted Uses*

a. *Communications and Transportation*

- (1) Parking Structures
- (2) Transit Centers and Stations

b. *Eating and Drinking Establishments*

- (1) Night Clubs/Bars/Lounges
- (2) Microbreweries
- (3) Wine Tasting
- (4) Sidewalk Cafés



c. Recreation, Community Services, Education

- (1) Arcades, limited to five (5) games/machines when located as an auxiliary use in an otherwise permitted use
- (2) Billiard parlors
- (3) Child care
- (4) Community Service Facilities, Clubs, Lodges, Meeting Halls

d. Cultural Facilities

- (1) Schools - Business /Trade Schools

e. Retail Commercial

- (1) Building Material Sales, indoor
- (2) Convenience stores
- (3) Grocery Stores
- (4) Liquor Stores
- (5) Pet Stores
- (6) Sidewalk Vendors (per requirements of Chapter 4, Section D. 1.)
- (7) Thrift Stores, Antique Shops, Used Merchandise (No Pawn Shops)

f. Residential

- (1) Multiple-Family Dwellings - No more than 4 dwelling units
- (2) Home occupations

g. Service Uses

- (1) Bed and Breakfast Inns
- (2) Computer manufacturer and repair
- (3) Hotels and Motels
- (4) Internet Provider

3. Prohibited Uses

a. Automotive Related Uses

- (1) Auto Parts Sales-With Installations - if not within an enclosed building
- (2) Automobile Repair - if not incidental to sales within an enclosed building
- (3) Automobile Sales and Leasing (Car, RV and Truck)

- (4) Automobile Service Stations with or without convenience retail
- (5) Car Wash, Full Service or Self Service
- (6) Rental Car Lots

b. *Eating & Drinking Establishments*

- (1) Restaurants - With Drive-Throughs

c. *Health Care Facilities*

d. *Light Manufacturing*

- (1) Assembly, Light (small appliances, bicycles)
- (2) Distribution
- (3) Home improvement centers (includes home furnishings and repair)
- (4) Manufacturing, Light (cabinets, clothing, instruments, pharmaceuticals, bakery, signs)
- (5) Laboratories (medical, mechanical, optical)
- (6) Processing (bottling, cleaning/dyeing, packaging; except hazardous materials)
- (7) Repairing (appliances, electronic equipment, plumbing/electrical shops)
- (8) Storage (household items, office files, self-serve storage [indoors only])
- (9) Treatment, Light (non-toxic coating/plating)
- (10) Wholesaling (household goods, office supplies, electronic components)
- (11) Welding, Machine and Sheet Metal Shops

e. *Recreation, Community Services, Education*

- (1) Ambulance Service
- (2) Public Utilities
- (3) Religious facilities
- (4) Billard Rooms/ Pool Halls

f. *Residential*

- (1) Single Family Dwellings
- (2) Two Family Dwellings

g. *Service Uses*

- (1) Check Cashing
- (2) Funeral Parlors and Mortuaries
- (3) Maintenance and Repair Services



(4) Pawn Shops

h. **Retail / Entertainment**

(1) Adult Businesses

C. Development Standards**1. General Development Standards**

This section establishes other general requirements, site development standards and land use regulations that apply to all projects in the Old Town Commercial District (OTC). Any standards not specifically covered by this Specific Plan are subject to the regulations of the City of Lompoc Zoning Ordinance.

Minimum Lot Area	5,000 square feet
Minimum Lot Width	25 feet
Minimum Lot Depth	No minimum
Maximum Building Height	45 feet/3stories
Minimum Building Height	20 feet
Maximum Floor Area Ratio (FAR)	2.0 with up to 25% of floor area available for residential use at 14.5-21.8 DU/net acre
Minimum Yard Setbacks <i>Front yard</i> <i>Side yard</i> <i>Rear yard</i>	No minimum No minimum 10 feet
Maximum Residential Density	21.8 DU/ net acre

Parking Requirements	No parking requirement for commercial uses; with the exception of existing residence, residential must comply with Section 8851.1.
----------------------	--

2. Review of Projects

a. *Purpose*

The review of development proposals within the Old Town Lompoc Specific Plan area will be the same as a project anywhere else in the City. It is not the intent of this Specific Plan to suggest a new or modified development review process from what the City Planning Department currently uses or what they may use in the future. For consistency, development proposed within the Old Town Lompoc Specific Plan area shall follow the review and approval process outlined in the City's Zoning Ordinance, unless specifically detailed here. Therefore, all projects within the Specific Plan area are subject to review and approval in compliance with the provisions herein and the Zoning Ordinance.

b. *Reference To Design Guidelines*

In reviewing projects/improvements subject to any approval, the City Staff shall refer to appropriate design guidelines in this Specific Plan and the Architectural Review Guidelines in order to provide guidance to applicants seeking to comply with the requirements of this Specific Plan. Additionally, the design guidelines serve as adopted criteria for the review of development proposals in compliance with the provisions of the Zoning Ordinance.

The design guidelines are to be used by property owners, developers, architects, landscape architects, designers, and others in the planning and design of projects in the Specific Plan area. The design guidelines communicate the City's desired qualities and characteristics of development and are intended to promote quality design that is compatible with Lompoc's vision for Old Town.

It is not the intent of the design guidelines or this Specific

Plan to require an additional layer of design review per se. They are simply additional criteria that the City Staff may apply when reviewing development proposals in the Specific Plan area.

3. Nonconforming Uses And Structures

Where at the time of adoption of the Specific Plan, a lawful use of land or structure exists which would otherwise not be permitted by the regulations established by this Specific Plan, such use or structure may be continued indefinitely subject to the following:

- a. No nonconforming use shall in any way be physically expanded or extended more than 25 percent of its gross floor area either on the same or on adjoining property, unless the expansion is intended to bring the use into or toward conformity.
- b. A nonconforming use shall not be re-established after having been abandoned or discontinued for a period of 180 consecutive days. This discontinuance shall cause the use to be deemed to have ceased and the use shall not be reinstated or replaced with another nonconforming use.
- c. Where a structure is noncomplying only by reason of inadequate setbacks, yard size or open space, structural additions, alterations or enlargements of the existing structure(s) shall be permitted, provided the additions, alterations or enlargements comply with all current provisions/standards relating to the structure's building envelope.

4. Outdoor Uses And Displays

All uses, including commercial, repair, service and storage shall be conducted within a completely enclosed building or be completely screened from view from off the subject site, except as provided below.

The outdoor display of merchandise in conjunction with antique shops, flower shops and similar specialty and craft businesses is permitted in the Old Town Specific Plan area subject to the following provisions:

- a. Outdoor displays may be allowed upon the public sidewalk provided that a minimum width of four (4) feet is maintained clear of any obstructions;
- b. No additional signs or other advertising devices (temporary or permanent) shall be used in conjunction with an outdoor display, except those allowed in compliance with the Zoning Ordinance and this Specific Plan;
- c. The outdoor display of merchandise shall only occur during times when the associated establishment is also open for business; and,
- d. Only merchandise normally available at the associated business may be displayed outdoors.

5. Installation of Public Improvements

Project developers are responsible for providing public improvements such as streets, water and sewer lines, drainage facilities, curbs, gutters, sidewalks, street lighting, parkway landscaping, street trees and other similar items in compliance with City standards at the time of development. If multiple phases of development are proposed, improvements shall be installed during the first phase. For the purpose of this requirement, development shall also include the expansion of existing structures by 50 percent or more of the existing gross floor area.

6. Undergrounding Of Onsite Utilities

All new development shall provide underground utilities in compliance with City requirements. In addition, any existing



structure that expands its gross floor area by more than 50 percent shall provide on-site underground utilities in compliance with City Standards.

7. Protection of Existing Trees

Existing, mature trees add significantly to the small town character and aesthetic charm of Old Town Lompoc. Trees also provide shade and increase pedestrian comfort. It is the intent of the City to protect and preserve any significant street trees, healthy and mature, and native trees where those trees are associated with proposals of development in compliance with the provisions of the Zoning Ordinance and General Plan.

8. Business Address Required

Each business or structure, as appropriate, shall provide its address in numbers a minimum of six (6) inches in height. The address shall be placed on the building, awning, valance, or canopy in a manner to be clearly visible from the adjacent street or sidewalk. The preferred locations are above the main pedestrian entrance and at rear or side entrances.

9. Roof-Mounted Equipment

Roof-mounted equipment, vents, ducts, or dish antennas shall not be visible from ground level from any adjacent parcel, or any public street or right-of-way. This shall be accomplished through the extension of the main structure or roof, or through screening that is architecturally integrated with the main structure.

10. Trash Enclosures

Refuse storage and disposal areas shall be provided within trash

enclosures which are screened on at least three sides from public view by a solid, decorative wall, fence, or landscaping not less than five feet six inches (5' 6") in height. Slatted chain link not permitted. The dimensions of a double bin shall be seven feet eight inches (7' 8") by 14 feet four inches (14' 4"). A single bin enclosure shall be seven feet eight inches (7' 8") by eight feet four inches (8' 4").

Refuse bins shall be provided in sufficient number and shall be placed in convenient locations. Trash areas shall not be used for storage or other purposes. The premises shall be kept in a neat and orderly condition at all times, and all improvements shall be maintained in a condition of good repair and appearance.

11. Parking

Provision of private off-street parking is not required for new non-residential or existing residential developments within the Old Town District (OTC). Developments which include new housing units must provide on-site parking in accordance with the Lompoc Zoning Ordinance.



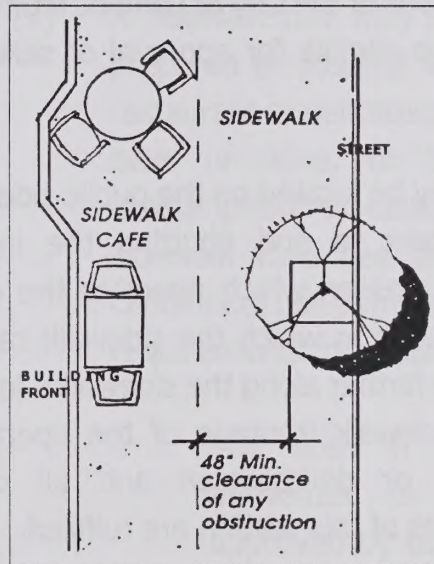
D. Special Development Standards & Regulations

Certain land uses, because of their operational characteristics, have the opportunity to create more significant impacts on adjacent properties than others. As a result, specific development criteria for these uses is recommended.

1. Sidewalk Cafés

a. Purpose

Sidewalk cafés on public streets can enhance the pedestrian ambiance of Old Town Lompoc and are encouraged. The purpose of this section is to set forth the conditions and requirements under which a sidewalk café, as defined below, may be permitted to operate by Conditional Use Permit on a public sidewalk within the Old Town Commercial District (OTC) of the Specific Plan area.



b. Definition

A sidewalk café is any group of tables and chairs, and its authorized decorative and accessory devices, situated and maintained upon the public sidewalk or along the private porches and arcades for use in connection with the consumption of food and beverage sold to the public from or in an adjoining indoor restaurant or delicatessen.

c. Conditional Use Permit Required

A sidewalk café may be permitted only by an approved Conditional Use Permit granted in conformity with the requirements of this section and the City of Lompoc Zoning Ordinance.

d. *Limitations and Requirements*

A sidewalk café may be permitted only in the Old Town Commercial District (OTC) if the sidewalk café is situated adjacent to an indoor restaurant or delicatessen as specified below, and the sidewalk café's operation is incidental to and a part of the operation of such adjacent indoor restaurant or delicatessen.

- (1) Existing indoor restaurants and delicatessens must conform to all sections of the City of Lompoc Municipal Code in order to be eligible for approval of sidewalk services.
- (2) A sidewalk café may be located on the public sidewalk immediately adjacent to and abutting the indoor restaurant or delicatessen which operates the café, provided that the area in which the sidewalk café is located extends no farther along the sidewalk's length than the actual sidewalk frontage of the operating indoor restaurant or delicatessen and all other applicable provisions of this section are fulfilled.
- (3) An indoor restaurant or delicatessen may be permitted to operate only one sidewalk café and each sidewalk café shall be confined to a single location on the sidewalk.
- (4) A sidewalk café may be permitted only where the sidewalk or porch is wide enough to adequately accommodate both the usual pedestrian traffic in the area and the operation of the proposed café. There shall be a minimum 48" clear distance free of all



obstructions, in order to allow adequate pedestrian movement.

- (5) All outdoor dining furniture, including tables, chairs, umbrellas, and planters, shall be movable. Umbrellas must be secured with a minimum base of not less than 60 pounds. Outdoor heaters, amplified music, or speakers shall be reviewed at the time of application for a Conditional Use Permit.
- (6) No signing shall be allowed at any outdoor café except for the name of the establishment on an awning or umbrella valance.
- (7) A sidewalk café may serve only food and beverages prepared or stocked for sale at the adjoining indoor restaurant or delicatessen; provided that the service of beer or wine, or both, solely for on-premises consumption by customers within the area of the sidewalk café has been authorized as part of a conditional use permit approval. Each of the following requirements must also be met:
 - i. The area in which the sidewalk café is authorized is identified in a manner, as approved by the Planning Commission, which will clearly separate and delineate it from the areas of the sidewalk which will remain open to pedestrian traffic.
 - ii The sidewalk café operation is duly licensed, or prior to the service of any beer or wine at the café, will be duly licensed, by State authorities to sell beer or wine, or both, for consumption within the area of the sidewalk café.

- (8) The outdoor preparation of food and busing facilities are prohibited at sidewalk cafés. The presetting of tables with utensils, glasses, napkins, condiments, and the like is prohibited. All exterior surfaces within the café shall be easily cleanable and shall be kept clean at all times by the permittee.
- (9) Trash and refuse storage for the sidewalk café shall not be permitted within the outdoor dining area or on adjacent sidewalk areas and the permittee shall remove all trash and litter as they accumulate. The permittee shall be responsible for maintaining the outdoor dining area, including the sidewalk surface and furniture and adjacent areas in a clean and safe condition.
- (10) Hours of operation shall be limited to or less than those of the indoor restaurant or delicatessen. All furniture used in the operation of an outdoor café shall be removed from the sidewalk and stored indoors whenever the indoor restaurant or delicatessen is closed.
- (11) The City shall have the right to prohibit the operation of a sidewalk café at any time because of anticipated or actual problems or conflicts in the use of the sidewalk area. Such problems and conflicts may arise from, but are not limited to, scheduled festivals and similar events, parades, repairs to the street or sidewalk, or emergencies occurring in the area. To the extent possible, the permittee will be given prior written notice of any time period during which the operation of the sidewalk café will be prohibited by the City.



- (12) The sidewalk café will not require the provision of additional off-street parking.

e. Findings and Conditions

In connection with approval of a Conditional Use Permit, the Planning Commission shall make findings that the proposed operation meets the limitations of this section. The Commission may impose such conditions in granting its approval as it deems are needed to assure that the proposed operation will meet the operating requirements and conditions set forth in this section and to assure that the general public health, safety and welfare will be protected.

f. Term and Renewal

A Conditional Use Permit for a sidewalk café may be approved by the Planning Commission for a maximum period of three years. Thereafter, the Commission, if an extension application is filed prior to any expiration date of the Conditional Use Permit, may extend the permit for additional periods, not to exceed one year each, following review and approval of the café's operations. The Commission may determine that additional or revised conditions are necessary and should be imposed if the permit is to be extended or that the permit should not be extended at all. The Planning Commission may make any extension of a Conditional Use Permit subject to additional and revised conditions and requirements as it deems appropriate or necessary and any extension granted by the Planning Commission shall not exceed a period of three year.

g. Revocation

A Conditional Use Permit may be revoked by the Planning Commission, following notice to the permittee and a public hearing, upon a finding that any of the following are true:

- (1) one or more conditions of the permit have been violated;
- (2) that one or more conditions of this section have been violated;
- (3) that the sidewalk café is being operated in a manner which constitutes a nuisance; or
- (4) that the operation of the sidewalk café unduly impedes or restricts the movement of pedestrians past the sidewalk café.

h. Appeals

The applicant or any interested party may appeal a decision of the Planning Commission to the City Council.

2. Sidewalk Vendors

Vending on public streets and sidewalks in the Old Town Commercial District (OTC) promotes the public interest by contributing to an active and attractive pedestrian environment. However, reasonable regulation of street and sidewalk vending is necessary to protect the public health, safety, and welfare. The purpose of this section is to set forth the conditions and requirements under which sidewalk vendors may be permitted to operate within the OTC District.

a. Definitions

For purposes of this section, the following definitions shall apply:

- (1) "Stand" means a pushcart, wagon or any other wheeled vehicle or device which may be moved without the assistance of a motor and is used for the displaying, storing or transporting of articles offered for sale by a vendor.



- (2) "Vending" means the sale of food or merchandise from a stand operating on private property within the Old Town area.

b. *Vendors License Required*

Selling, or offering for sale, any food, beverage or merchandise on any property within the Old Town shall comply with City of Lompoc Municipal Code licensing requirements. Existing businesses which legally operate outdoor displays of merchandise within the public right-of-way prior to the adoption of this Specific Plan, are not required to obtain a license for a period of one (1) year from adoption.

c. *Applications*

The application for a Vendor's License shall be signed by the applicant and shall include:

- (1) The name, home, and business address of the applicant, and the name and address of the owner, if other than the applicant, of the vending stand to be used in the operation of the vending business.
- (2) A description of the type of food, beverage, or merchandise to be sold.
- (3) A description and photograph (including signage and colors) of any stand to be used in the operation of the business.
- (4) Proof of an insurance policy, issued by an insurance company licensed to do business in the State of California, protecting the licensee and the City from all

claims for damages to property and bodily injury, including death, which may arise from operations under or in connection with the license. Such insurance shall name as additional insured the City and shall provide that the policy shall not terminate or be canceled prior to the expiration date without 30 days advance written notice to the City.

d. *Issuance and Fees*

Not later than 30 days after the filing of a completed application for a vendor's license, the applicant shall be notified of the decision on the issuance or denial of the license.

- (1) Fees shall be determined by Resolution of the City Council and shall be paid prior to issuance of a permit.
- (2) Licenses to vend within the OTC District shall be reviewed and approved by the City Planner in conjunction with the City Clerk.
- (3) Locations for vending within the OTC District area shall be approved by the City Planner. Vending locations shall be designated based on the ability of the site to safely accommodate the use and to assure, as much as practical, that the sidewalk vendor is not selling merchandise that is primarily sold "on premise" within 300 feet of the vending locations.
- (4) Vending locations may change only upon written request by an applicant and approval by the City Planner.
- (5) All locations of vending stands shall be in conjunction with right-of-way considerations, pedestrian safety,



and proximity to existing vendors. All locations shall be within the OTC District with primary emphasis at major intersections in Old Town.

- (6) As an initial pilot program, it is recommended that a maximum of ten (10) sidewalk vendors be allowed in Old Town.

e. Term and Renewal

All licenses are valid for one year unless revoked or suspended prior to expiration. An application to renew a license shall be made not later than 60 days before the expiration of the current license. License fees and renewal procedures shall be established in accordance with the City of Lompoc Municipal Code.

f. Prohibited Conduct and Hours of Operation

It shall be prohibited for any outdoor vendor to operate under any of the following conditions:

- (1) Vend between 10 p.m. to 6 a.m. unless in conjunction with a special event.
- (2) Leave any stand or motor vehicle unattended.
- (3) Store, park, or leave any stand overnight on any public street or sidewalk, or park any motor vehicle other than in a lawful parking place.
- (4) Sell food or beverages for immediate consumption unless there is a litter receptacle available for patrons' use.

- (5) Leave any location without first picking up, removing and disposing of all trash or refuse remaining from sales made from by him. Trash and refuse generated by the vending cart operations shall not be disposed in public trash receptacles.
- (6) Allow any items relating to the operation of the vending business to be placed anywhere other than in, on, or under the stand.
- (7) Set up, maintain, or permit the use of any additional table, crate, carton, rack, or any other device to increase the selling or display capacity of his/her stand where such terms have not been described in his/her application.
- (8) Solicit or conduct business with persons in motor vehicles.
- (9) Sell anything other than that which he/she is licensed to vend.
- (10) Sound or permit the sounding of any device that produces a loud and raucous noise, or use or operate any loud speaker, public address system, radio, sound amplifier, or similar device to attract the attention of the public.
- (11) Vend without the insurance coverage previously specified.

g. Vending Cart Requirements

No stand shall exceed 4 feet in width, 8 feet in length, and 8 feet in height.

h. Safety Requirements

All vehicles in or from which food is prepared or sold shall comply with the following requirements:

- (1) All equipment installed in any part of the vehicle shall be secured in order to prevent movement during transit and to prevent detachment in the event of a collision or overturn.
- (2) All utensils shall be stored in order to prevent their thrown from the cart in the event of a sudden stop, collision or overturn. A safety knife holder shall be provided to avoid loose storage of knives.
- (3) Compressors, auxiliary engines, generators, batteries, battery chargers, gas fueled water heaters, and similar equipment shall be installed so as to be hidden from view to the extent possible and be easily accessible.

i. Display of License

All licenses shall be displayed in a visible and conspicuous location at all times during the operation of the vending business.

j. Advertising

No advertising, except the posting of prices, shall be permitted on any stand, except to identify the name of the product or the name of the vendor.

k. Denial, Suspension, and Revocation

Any license may be denied, suspended, or revoked in accordance with the procedures in the City of Lompoc Municipal Code for any of the following causes:

- (1) Fraud or misrepresentation contained in the application for the license.
- (2) Fraud or misrepresentation made in the course of carrying on the business of vending.
- (3) Conduct of the licensed business in such manner as to create a public nuisance, or constitute a danger to the public health, safety, welfare, or morals.
- (4) Operation of business in such a manner that adversely impacts neighboring properties.
- (5) Conduct which is contrary to the provisions of this section.

E. Development Incentives

In order to achieve the type and quality of development and revitalization envisioned for Old Town Lompoc, certain development incentive bonuses should be established to encourage developers and property owners to participate in the various programs described below. Incentive bonuses may be granted at the discretion of the City Planning Commission and nothing contained herein shall obligate the City to provide any of the following bonuses.

1. Pedestrian Amenities Incentive

Within the OTC District, it is desirable to encourage the provision of pedestrian amenities. Buildings in Lompoc should foster a pedestrian friendly atmosphere by being seamlessly linked by landscaped sidewalks and walkways, plazas, pocket parks, courtyards, mid-block passages, and entry courts.

a. *Incentive Bonuses*

For projects meeting the requirements below, the following development bonuses may be available:

- (1) Area of permitted signs may be increased by a maximum of ten (10) percent provided that a finding can be made that the increased sign area does not detract from the beautification and pedestrian-oriented objectives for Old Town Lompoc.
- (2) Through the development agreement process, the City may consider other incentive bonuses, such as reductions in processing fees, in-lieu fees, "fast track application processing", or utility connection fees. The extent of such bonuses may vary on a case-by-case basis between the project applicant and the City.

b. Requirements for Incentive Bonuses

(1) Pedestrian Linkage Bonus

In order to qualify for the pedestrian linkage bonus, a proposed project must meet the following requirements:

- i. Pedestrian linkages and pathways that run between buildings shall be a minimum of eight (8) feet in width; linkages and pathways longer than 50 feet shall be an average of sixteen (16) feet wide.
- ii. Pedestrian linkages shall be designed to be an integral part of the overall project and shall be configured to provide straightforward access from the development to adjacent land uses. The incorporation of plazas into the design of pedestrian linkages is highly encouraged.
- iii. Business entrances are encouraged to front onto a pedestrian linkage or pathway. If it is deemed that a business entrance cannot front onto a pedestrian linkage or pathway, a minimum of one display window per business shall be provided facing onto the pathway or linkages.
- iv. The pedestrian linkage or pathway shall incorporate landscape features, lighting, shade, textured paving, and other design elements to enhance the overall pedestrian environment and provide a high level of security, natural surveillance, and convenience.

- v A development agreement between the City and the property owner shall be entered into describing responsibilities for maintenance and other liabilities.

(2) *Public Plaza Incentive Bonus*

In order to qualify for the public plaza incentive bonus, a proposed project must meet the following requirements:

- i. Where inconsistent setbacks occur along the street, plazas shall be considered to compensate for the broken building edge.
- ii. Plazas shall be designed with unimpeded line-of-sight to and from the public sidewalk and pedestrian linkages.
- iii. Physical access shall be provided from the public sidewalk to plazas, via pedestrian linkages.
- iv. Visual features, such as public art, a fountain, clock, etc. shall be incorporated in plazas to attract pedestrians.
- v. Shade trees or other elements providing relief from the sun, rain, and wind shall be incorporated within plazas. Landscaping shall provide special interest through unique foliage, color, seasonal changes in plant habit, scent, or floral display.
- vi. Special paving and street furniture shall be used

in plazas to complement the streetscape elements in the public right-of-way.

- vii. Plazas, including all entrances and exits, shall be fully illuminated ½ hour after sunset to ½ hour before sunrise to facilitate natural surveillance opportunities and to discourage illegitimate activities. Lighting shall be designed to help define, order, and further develop the design concept of the space in a manner that appears welcoming to pedestrians.
- viii. A development agreement between the City and the property owner shall be entered into describing responsibilities for maintenance and other liabilities of the public plazas.



Chapter 4

Design Guidelines

A. Introduction

1. Purpose

The Design Guidelines included as part of the Old Town Lompoc Specific Plan are intended to promote a desired level of future development quality that will:

- a. Contribute to implementing the Old Town Lompoc Design Vision;
- b. Stimulate investment in and strengthen the economic vitality of Old Town Lompoc; and,
- c. Renew a positive physical image and identity of Old Town Lompoc.

These guidelines acknowledge the prevailing architectural characters and development patterns within Old Town today. The guidelines, therefore, do not seek to impose an overriding style, a limited color palette, or an artificial theme. They do seek to assist in promoting the positive design characteristics existing throughout Old Town today.



Lompoc Theater on "H" Street

It is not the intent of these design guidelines to eliminate design freedom or discourage innovative design. The design guidelines complement the mandatory

development standards contained in the City of Lompoc Zoning Ordinance by providing good examples of appropriate design solutions and by providing design interpretations of the various mandatory regulations. The guidelines are less quantitative than the mandatory development standards and may be interpreted with some flexibility in the application to specific projects.

2. Organization

The design guidelines are organized into the following sections:

- A. *Purpose* provides an overview of the purpose, organization, applicability, and other aspects of the design guidelines.
- B. *Design Criteria* establishes basic “rules of thumb” for integrating new development into the existing urban fabric of Old Town Lompoc, and emphasizes the proper treatment of the “edge condition” of existing and proposed development.
- C. *Old Town Commercial District* provides design guidelines, within an historic architectural context, for uses in the Old Town Commercial District of Lompoc. This section provides general design considerations as well as detailed guidance on specific subject areas. It is divided into three categories: 1) architectural guidelines; 2) infill; and 3) storefront design.
- D. *Signs* sets forth general and specific guidelines which intend to enhance the image of Old Town and improve the effectiveness of signs for businesses.
- E. *Landscaping and Public Spaces* provides a basic landscape and plaza design framework which is to be used in conjunction with new development and infill, and as a helpful tool for property owners interested in upgrading the landscaping of existing development.
- F. *Designing for Crime Prevention* establishes numerous standards and guidelines to ensure that safety and security concerns are incorporated into new development and public improvements.



- G. *Secretary Of The Interior's Guidelines* identifies the minimal standards for rehabilitation of historic structures, sites and buildings.

3. Interpretation

To aid in the interpretation of these guidelines, a development applicant should understand the meaning of "should," "encouraged," and "discouraged:"

Guidelines which employ the word "should" are intended to be applied as stated. An alternative measure may be considered, however, if it meets or exceeds the intent of the guideline.

Guidelines using the words "encouraged" or "discouraged" are not mandatory, but express a more or less desirable design solution.

4. Applicability

The provisions of this section are applicable to all development within the Old Town Commercial District.

Any new building, additions, exterior alterations, or landscaping, and any modification to an approved landscaping plan or parking lot design should adhere to these Design Guidelines as applicable. It is important to note, however, that these Guidelines do not affect existing buildings which are not proposed for new construction, exterior alterations, landscaping or changes in the parking lot layout.

The Design Guidelines will be utilized during the City's Development Approval process (and should be provided to applicants during pre-application conferences), to encourage the highest level of design quality and at the same time provide the flexibility necessary to encourage creativity on the part of project designers in response to existing site conditions.

5. Exemptions

When in compliance with all other City ordinances, and with the standards and provisions of the Old Town Lompoc Design Vision, the following projects are exempted from all provisions of these Design

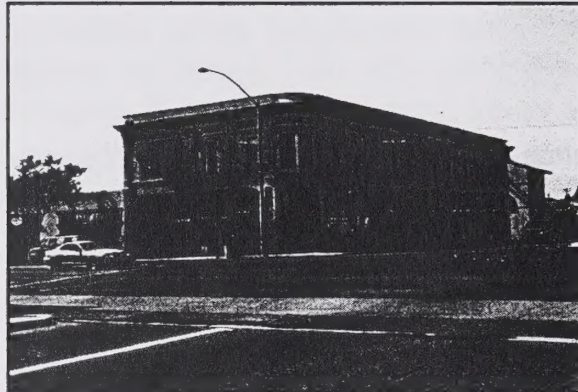
Guidelines:

- a. Construction underground, which will not leave any significant, permanent marks on the surface after completion. Utility boxes, pipes, and poles shall be considered "significant permanent marks."
- b. Maintenance work on buildings, landscaping, or grounds (including parking lots) which does not significantly alter the appearance or function of the building, landscaping, or grounds.
- c. Interior remodeling work.
- d. Landscape maintenance and upkeep, including relatively minor replacement of plants other than trees.
- e. Temporary uses and structures as defined by the Lompoc Municipal Code.
- f. Routine roof maintenance and repair. Overall roof reconstruction is subject to these Design Guidelines.



B. Context & Compatibility

Existing buildings, streetscape, and landscaping establish the frame of reference for new development. This is particularly true throughout Old Town Lompoc where an historic urban fabric is well represented by traditional commercial structures such as the Lilley Building (101 N. "H" Street) and the building on 111 West Ocean,

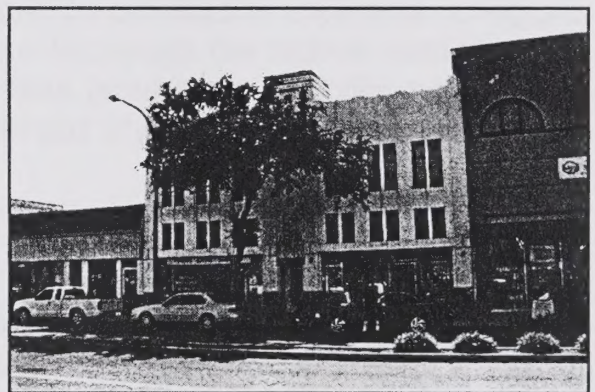


Lilley Building
101 N. "H" Street

and by art-deco styles exemplified in the Rudolph Building (105-107 S. "H" Street). To the extent that the scale, placement and character of new buildings or building additions blend with what is already there, Old Town is continuously woven together. Conversely, regular or blatant disregard of

existing patterns disrupts the essential character image, creates voids in the built environment, and compromises the functionality of Old Town.

Generally, to create harmony between the existing urban fabric and new elements introduced into Old Town, all new structures, additions and uses should be compatible with the prevailing historic architectural character of the surrounding area. Existing site amenities, such as trees, should be preserved and should become part of any new project or addition, and structures and activities should be located and



Rudolph Building
105-107 S. "H" Street

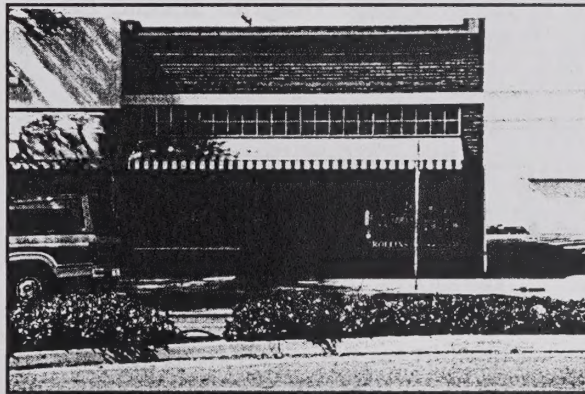
designed to avoid creating nuisances and hazards for adjoining properties, particularly residential properties.

The concept of "compatible" design is one of the most important concept to be aware of when using these design guidelines. Compatible designs do not seek to imitate the historic architecture found in Old Town, but do reflect their surroundings in terms of design concepts – mass, scale, rhythm, color, materials, and building arrangement. Compatible designs will be in harmony with the best designs of surrounding developments.

Guidelines pertaining to contextualism and compatibility include:

1. All new construction and development should incorporate those characteristics of Old Town that exhibit a positive distinctive architectural style and/or established functional or landscape patterns.
2. New buildings and additions should be sited in a manner that will complement rather than conflict with existing adjacent buildings, landscape, streetscape, parking, and access.

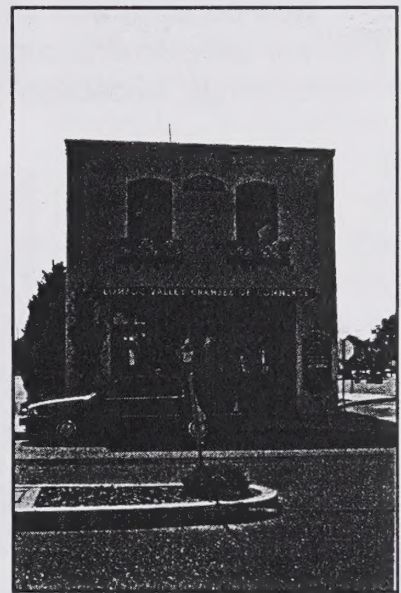
3. Transitions between existing and new buildings or additions should be gradual. The height and mass of new projects or construction should not create abrupt changes from those of existing buildings.



Building at 111 West Ocean

4. Natural amenities, such as mature trees and views, should be preserved and incorporated in the design of Old Town projects where applicable. Buildings should not turn their backs to existing or potential amenities.

5. Buildings should be oriented to connect with high activity areas, such as restaurant dining areas or major pedestrian areas, in order to create connections and linkages.
6. Noise or odor generating activities in general, and loading areas, trash and storage areas and rooftop equipment in particular should be located as far as possible from adjacent residences and should never be located next to residential properties without fully mitigating their negative effects. They should also be screened from view on all major streets and side streets in Old Town.
7. Commercial and other nonresidential buildings and associated activity areas should be oriented so to avoid significant shading of adjacent residences and compromising residents' privacy.
8. Where Old Town buildings are adjacent to residential neighborhoods, Old Town buildings should maintain low profiles and heights should be stepped down to the height of adjacent residential zones, utilizing architectural elements such as gables or hip roofs to reduce building mass.
9. Windows in commercial and other nonresidential buildings should be oriented to preclude a direct line of sight into adjacent residential buildings, or property.



Chamber of Commerce Building
111 S. "I" Street

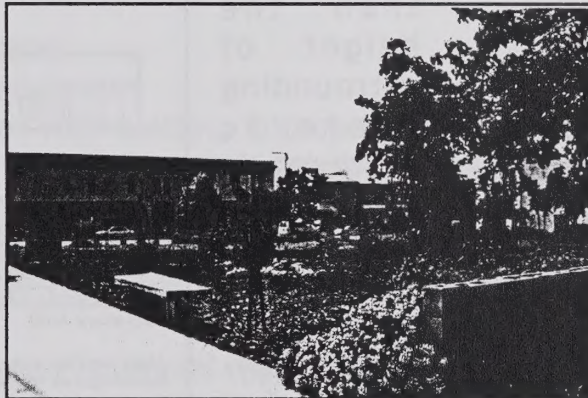
C. Design Criteria

The construction of new buildings and rehabilitation of existing buildings within the Old Town Commercial District (OTC) in Lompoc is important for continued economic growth and diversity in the City. It is extremely important that new buildings erected in Old Town are compatible with existing buildings which reflect the architectural styles of the early to mid twentieth century. It is the desire of the City to have buildings in the Old Town Commercial District conform to architectural styles of this era rather than contemporary franchise architectural dictates from some other place.

1. Infill

Since these buildings will be constructed on vacant or underutilized lots, thus filling a "hole" in the street frontage, they are called "infill" construction.

The design of an infill building, particularly its front facade, should be influenced by the other facades on the street but should not attempt to copy them. The infill structure should be sympathetic and compatible with surrounding buildings in terms of mass, scale, height, facade rhythm, placement of doors and windows, storefront design, color and use of materials.



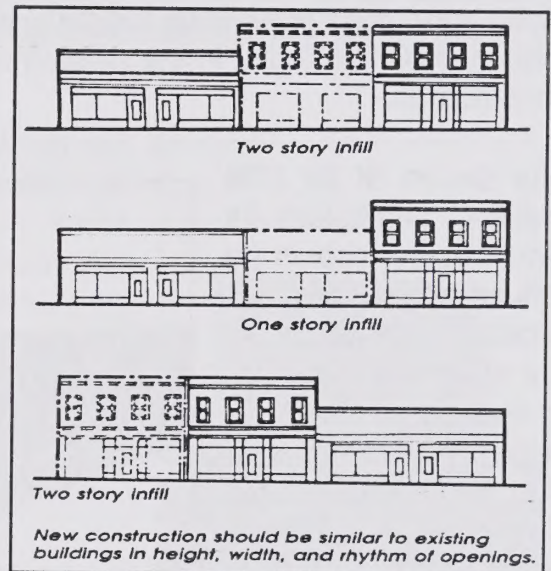
Infill opportunity at Ocean Avenue and "H" Street

Since good infill design responds directly to its surroundings, it is not possible to develop specific guidelines which apply in every case. There are, however, several general design principles which should govern the visual ties between a new infill building and its neighboring historic structures found in Old Town Lompoc.

a. Facade Proportion

- (1) The characteristic proportion (relationship of height to width) of existing facades should be respected in relation to new infill development.
- (2) Whenever an infill building is proposed which is much "wider" than the existing characteristic facades on the street, the infill facades should be broken down into a series of appropriately proportioned "structural bays", storefronts or components typically segmented by a series of columns or masonry piers which frame window, door and bulkhead components.

- (3) An infill building should not be much higher than the height of surrounding historic structures in Old Town. In no case should any new buildings exceed forty-five (45) feet in height.



b. Proportion Of Openings

- (1) Maintain the predominant difference between upper story openings and street level storefront openings (windows and doors). Usually, there is a much greater window area at the storefront level for pedestrians to have a better view of the merchandise displayed behind as opposed to upper stories which have smaller window openings.

- (2) Whenever an infill building is proposed which has two adjacent commercial structures, attempt to maintain the characteristic rhythm, proportion and spacing of existing door and window openings.

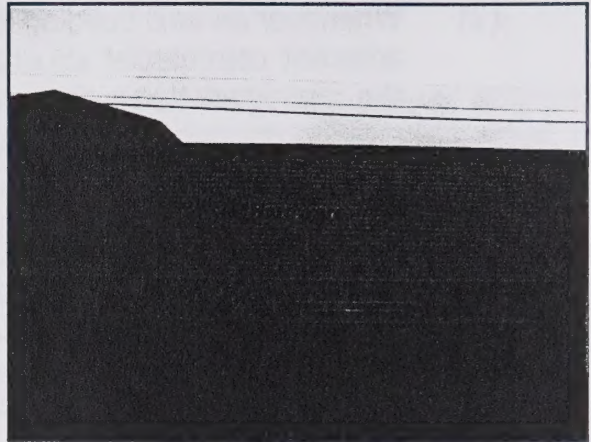


c. Horizontal Rhythms

- (1) Whenever an infill building is proposed, identify the common horizontal elements (e.g. cornice line, window height/width and spacing) found among local historic structures and develop the infill design utilizing a similar rhythm or alignment.
- (2) If maintaining a horizontal rhythm or alignment in an infill building is very difficult or otherwise impossible, the use of fabric canopies or awnings is strongly encouraged to establish a shared horizontal storefront rhythm.

d. Wall Articulation

- (1) Long, blank, unarticulated street wall facades without window or door openings are strongly discouraged and should be divided into a series of structural bays (e.g. characterized by masonry piers which frame window and door elements).

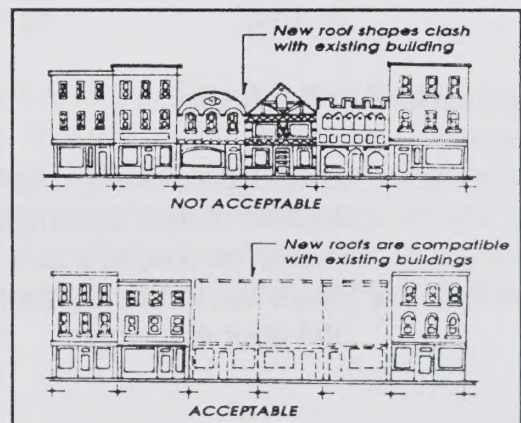


Undesirable wall articulation

- (2) Monolithic street wall facades should be "broken" by vertical and horizontal articulation (e.g. sculpted, carved or penetrated wall surface defined by recesses and reveals) characterized by: (a) breaks (reveals, recesses) in the surface of the wall itself; (b) placement of window and door openings; or (c) the placement of balconies, awnings and canopies.
- (3) Avoid large unbroken facade surfaces at the storefront level. This can be achieved in a number of ways including: (a) dividing the facade into a series of display windows with smaller panes of glass; (b) constructing the facade with small human scale materials such as brick or decorative tile along bulkheads; (c) providing traditional recessed entries; (d) careful sizing, placement and overall design of signage; and (e) providing consistent door and window reveals.

e. Roofs

- (1) Roofs may be flat or sloped consistent with surrounding buildings. Older



twentieth century commercial vernacular buildings used flats roofs with decorative parapets and heavy cornice lines. The visible portion of sloped roofs should be sheathed with a roofing material complementary to the architectural style of the building and other surrounding buildings.

- (2) Cornice lines of new buildings (horizontal rhythm element) should be aligned with buildings on adjacent properties to avoid divergent clashes in building height.
- (3) Radical roof pitches which create overly prominent or out-of-character buildings such as A-frames, massive mansards, geodesic domes, or chalet style buildings are strongly discouraged.
- (4) The use of decorative parapets is encouraged if they have substantial visual interest which incorporates vertical articulation.

f. Building Material Palette

Building materials to be used on infill buildings are to be consistent with the materials used on significant adjacent buildings. The following tables present recommended and discouraged building materials for infill construction.

Recommended Materials For Infill Structures

(Not Including Existing Buildings)

Building Walls:

- ▶ clear glass, glass block (storefront only)
- ▶ glass block (transom)
- ▶ exterior plaster (smooth trowled)
- ▶ new or used face-brick
- ▶ cut stone, rusticated block (cast stone)
- ▶ horizontal clapboard, lap, wood siding
- ▶ ceramic tiles (bulkhead)
- ▶ stucco
- ▶ horizontal plastic clapboard

Roofs (where visible):

- ▶ standing seam metal roofs
- ▶ class "A" composition shingles (limited to refurbishment of residential structures)
- ▶ tile of neutral color



Discouraged Materials For Infill Structures (Not Including Existing Buildings)

Building Walls:

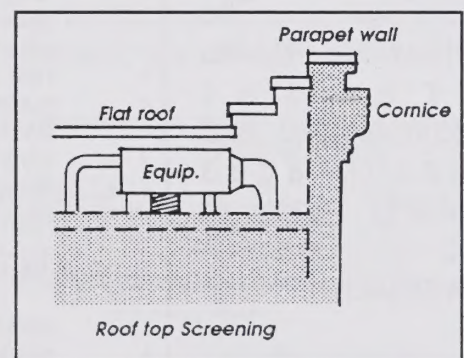
- ▶ imitation masonry (e.g. imitation, rusticated block) of any kind
- ▶ reflective or opaque glass
- ▶ imitation stone or flagstone parquet
- ▶ rough sawn or "natural" (unfinished) wood
- ▶ "pecky" cedar
- ▶ used brick with no fired face (salvaged from interior walls)
- ▶ vertical wood siding (Board & Batten)
- ▶ coarsely finished "rough-sawn" on rustic materials (e.g. wood shakes, barnwood, board and batten or T-111 siding)
- ▶ plastic panels
- ▶ steel or metal siding

Roofs (where visible):

- ▶ crushed stone
- ▶ shake
- ▶ brightly colored tile (orange, blue, etc.)
- ▶ corrugated fiberglass
- ▶ asphalt sheeting

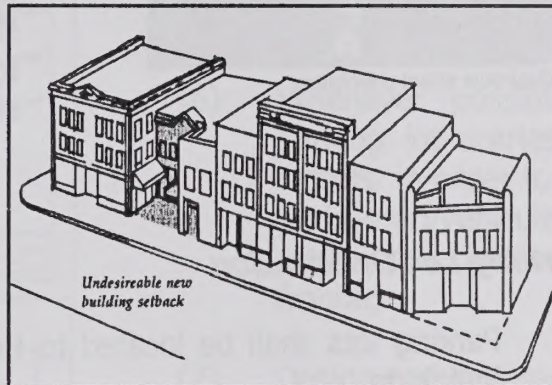
g. Mechanical Equipment Screening

It is strongly encouraged that any mechanical or utility equipment, whether on the roof, side of building, or ground be screened. The method of screening shall be architecturally integrated with the structure in terms of materials, color, shape and size. Where freestanding mechanical equipment is provided, a continuous solid screen is desirable. On-roof mechanical equipment should be screened by solid building elements (e.g. parapet wall) (roof well) instead of after-the-fact add-on screening (e.g. wood or metal slats).



h. Setbacks And "Build To" Lines

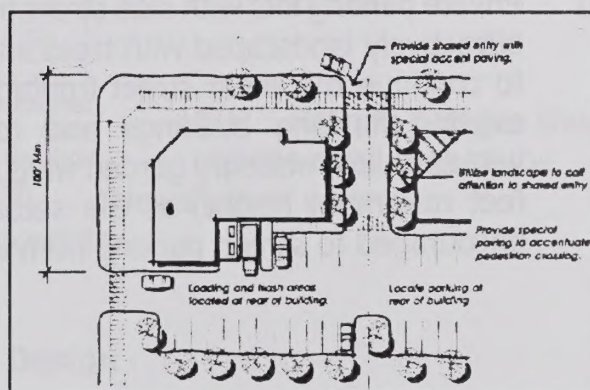
- (1) The first floor of any new infill building shall be built at the front property line. If a building proposes to have a plaza area located between its front and the front property line, this may be allowed on a case by case basis. In no event will surface parking be allowed between the building and front property line.



- (2) Canopies, trellises and other accessory structures which are relatively open and do not restrict pedestrian or vehicular movement may project over the right-of-way with City or CALTRANS encroachment approval.

i. Street Orientation

- (1) It is strongly encouraged that the front building facade be oriented parallel to the street.



Encouraged design of private parking lot with street frontage

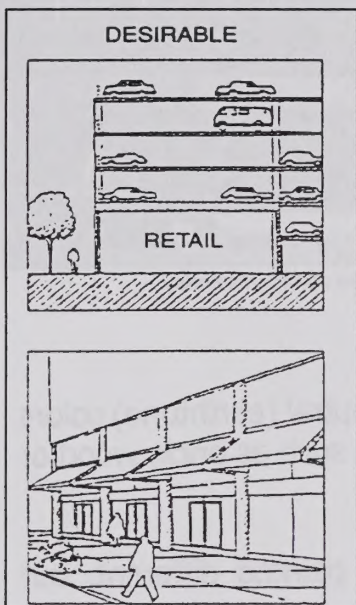
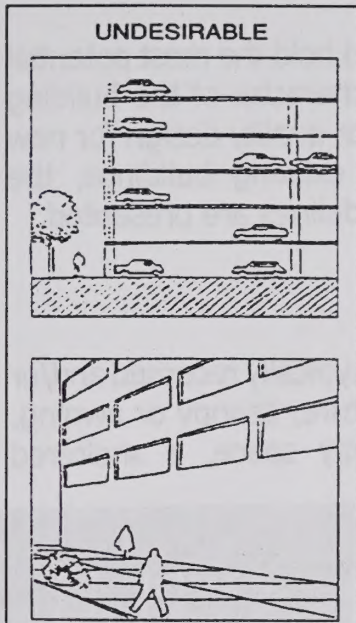


Desirable street orientation

- (2) Storefronts should be designed to orient to the major street frontage. While side or rear entries are desirable, the predominant major building entry shall be oriented toward the major street.

j. Parking Lot Orientation

- (1) Parking lots shall be located to the rear or sides of buildings.
- (2) Locating parking lots between the front property line and the building storefront is prohibited anywhere along Ocean or "H" Avenues.
- (3) Rear parking lots shall be designed and located contiguous to each other so that vehicles can travel from one private parking lot to the other (reciprocal access) without having to enter the street.
- (4) Private parking lots with side street frontage should be attractively landscaped with trees and shrubs in order to continue the linear street frontage created by the existing flanking buildings and to screen parked vehicles. Low masonry garden walls or landscaping (3 feet maximum height) at the setback line are also encouraged to screen parking from the side street.



Parking structures should be designed with ground floor retail. Many contemporary structures are also lined with residential and office uses.

(5) Common reciprocal access driveways which provide vehicular access to adjacent parcels are required. Shared parking and circulation aisles coordinated between adjacent businesses and/or developments are also encouraged.

(6) Whenever possible, locate parking lot entries on side streets in order to minimize pedestrian/vehicular conflicts along the primary street frontage.

(7) Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles and landscape areas.

(8) Parking garages should be designed whenever possible to fit in with the existing urban fabric in Old Town Lompoc.

(9) Parking garages should provide retail uses at the sidewalk level whenever possible.

2. Storefront Design

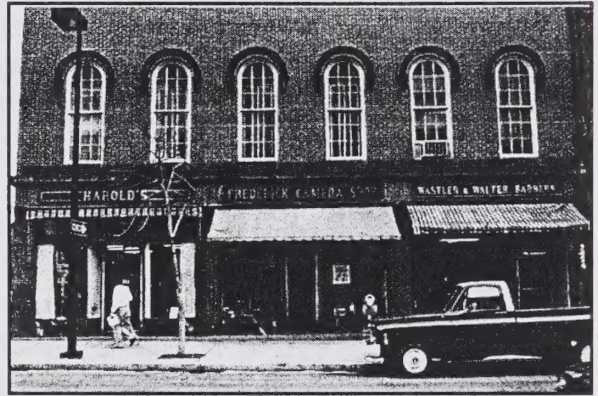
Building facades, including the storefront, are the most important visual elements of commercial structures. Facades also experience



significant change during a building's life and hold the most potential for creative alterations affecting both the character of the building and the streetscape. In an effort to promote quality design for new infill buildings, and the rehabilitation of existing buildings, the following specific storefront and facade guidelines are presented.

a. Entries/Doorways

(1) Commercial storefront entries are typically recessed and/or sheltered by a covered arcade structure, canopy or awning. This provides more area for display space, a sheltered transition area to the interior of the store and emphasizes the entrance. Recessed entries should be retained and are strongly encouraged in new storefront construction.



Recessed commercial entry

b. Facade Color

- (1) The use of light, subdued or neutral (earthtone) colors and natural building materials, such as brick, wood or stone are encouraged.
- (2) Adjacent buildings should be painted different, but complementary, colors.
- (3) One base color should be used for the entire facade. Different trim colors are encouraged, but should not exceed three different colors.
- (4) Different window frame and sash colors are encouraged but should complement the main color of the building.
- (5) Primary colors are prohibited on facade exteriors.

d. Door And Window Design

As an Old Town building, the design of the door and window is an important element of the building's character. The design should be consistent with the historic character of the building and the surrounding area.

Windows and Canopies

(7) Windows should be designed to be consistent with the historic character of the building and the surrounding area.

Windows are an important element of a building's character. The design of the window should be consistent with the historic character of the building and the surrounding area. The design should be consistent with the historic character of the building and the surrounding area.

(5) Windows should be designed to be consistent with the historic character of the building and the surrounding area. The design should be consistent with the historic character of the building and the surrounding area.



(4)

(5)

(6) Windows should be designed to be consistent with the historic character of the building and the surrounding area. The design should be consistent with the historic character of the building and the surrounding area.

(7) Windows should be designed to be consistent with the historic character of the building and the surrounding area. The design should be consistent with the historic character of the building and the surrounding area.

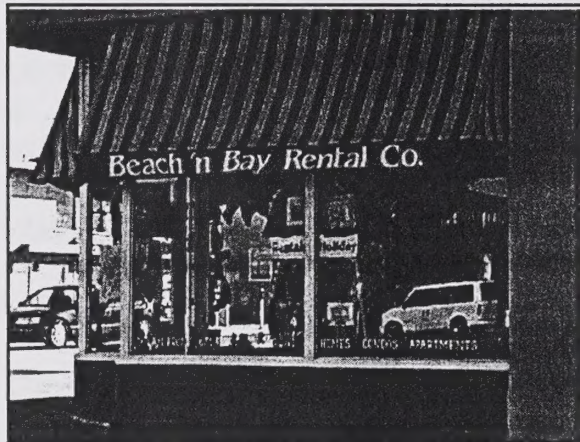
(8) Windows should be designed to be consistent with the historic character of the building and the surrounding area. The design should be consistent with the historic character of the building and the surrounding area.



- (6) Stripes, polka dots, checkerboard patterns and other distracting paint combinations are prohibited.

c. Awnings And Canopies

- (1) Awnings are encouraged and should have a single color or two-color stripes. Lettering and trim, utilizing other colors is allowed but will be considered as sign area.
- (2) Awning shape should relate to the window or door opening. Barrel shaped awnings should be used to complement arched windows while rectangular awnings should be used on rectangular windows.



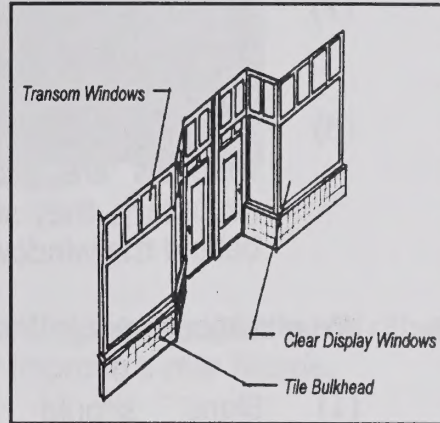
Striped awning

- (3) All awnings should be well-maintained, washed regularly and replaced when faded or torn.
- (4) When there are several businesses in one building, awnings of the same color should be used with simple signs on the valance flap that may vary in type style and color to differentiate the individual businesses within the building.

d. Door And Window Design

- (1) Accentuate the door with simple details such as a handsome brass door pull, brass kickplate or an attractive painted sign.

- (2) Doors to retail shops should contain a high percentage of glass in order to view the retail contents.



- (3) When considering new window fenestration (window size, size of window panes, window materials), it is important that the new design be sympathetic and compatible with the facade theme of the whole block (street wall).

- (4) Use of clear glass (88% light transmission) on the first floor is strongly recommended.

- (5) Storefront windows should be as large as possible and no closer than 18" from the ground (bulkhead height). By limiting the bulkhead height, the visibility to the storefront displays and retail interior is maximized.

Maximum bulkhead heights for new construction shall be 36".



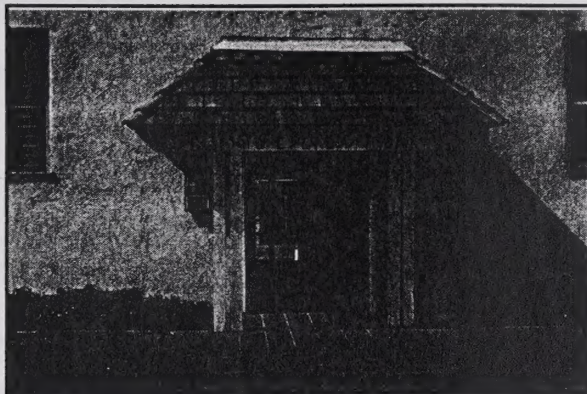
Appropriate facade and doorway treatment

- (6) Discourage introducing or changing the location or size of windows or other openings that alter the architectural rhythm, alignment or character of the original building.
- (7) Air conditioning units placed in individual windows and window transom areas are prohibited.
- (8) Permanent, fixed security grates or grilles in front of windows are prohibited. If security grilles are necessary, they should be placed inside the building behind the window display area.

e. Rear Entrances

- (1) Signs should be modestly scaled to fit the casual visual character of the alley or rear parking area.
- (2) An awning can soften rear facades and provide a pleasant protected space.
- (3) The rear entry door should be wood and glass similar to the front door. Special security glass (i.e. wire imbedded) is permitted.
- (4) Security lighting should be modest and should focus on the rear entry door.

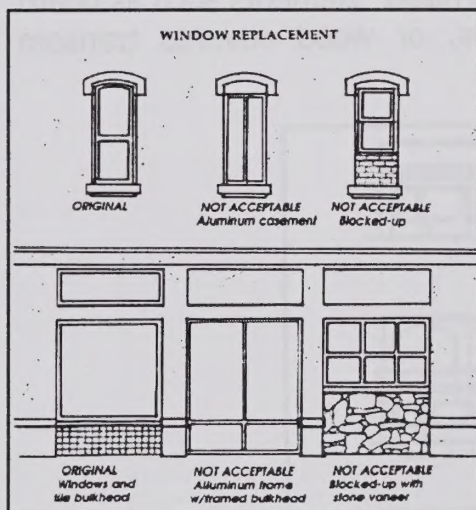




Sissy's rear entrance

- (5) Selective use of tree plantings, potted plants and other landscaping can subtly improve a rear facade.

f. Window Replacement



- (1) If a window has deteriorated beyond repair or is missing, the replacement should match the original window in terms of design and materials. Replacement windows should always fill the entire existing opening and duplicate the original window pattern. For example, a double hung sash window should not be replaced by a single fixed pane of glass.
- (2) Avoid the use of windows and shutters that are not in keeping with the original style of the

building.

g. Door Replacement

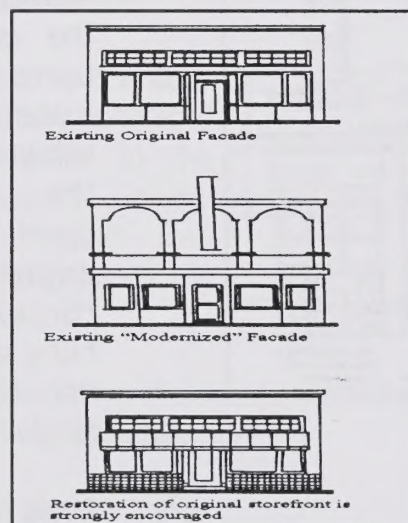
Every effort should be made to maintain and repair an original door, if possible.

h. Removal Of Existing Canopies And Metal Awnings

Metal aluminum canopies have a thin, unsubstantial and "tacked on" appearance which is inconsistent with the desirable design concept for Old Town Lompoc. Existing metal canopies should be removed and, if appropriate, replaced with fabric awnings, consistent with the architectural style of the building.

i. Removal Of Elements Inconsistent With Original Facade

Existing building elements incompatible with the original facade design of the building should be removed. These include: overdone exterior embellishments and "modernized" elements such as board and batten or "themed" materials, or wood covered transom windows.



j. Preserve Traditional Decoration

Many times in the remodeling of storefronts, original decorative details are intact as visual "leftovers" or simply covered up with new construction. If the building is to be refurbished, these forgotten details should not be wasted. If enough of them remain, they can be restored as part of the original design. If only a few remain, they can be incorporated as design features in a new storefront. In either case, the design of any improvements should grow out of the remaining traditional details and create a harmonious background which emphasizes them.

k. Selection Of Building Materials

Some contemporary materials are often used to apply "shopping mall" style facades over the rich character of traditional Old Town buildings. Materials such as cedar shakes, textured plywood, stone veneer, stucco veneer and plastic are not appropriate for use on traditional facades in Old Town Lompoc.



D. Signs

Signs in Old Town Lompoc should advertise a place of business or provide directions and information. An effective sign and graphics system functions not as a separate entity but as an integral part of the built environment. Carefully planned, signs communicate essential information, while also ordering and enhancing the architectural character of Old Town. A sign's use of color, its size, shape placement, and selection of lettering can attract or detract from its effectiveness. An effectively designed sign should:

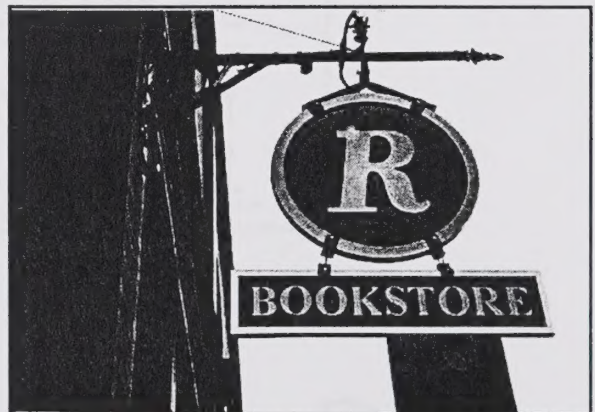
1. Be compatible with the surrounding physical and visual character of the area;
2. Promote the "individuality" of establishments;
3. Identify the business clearly and attractively;
4. Enhance the building on which it is located; and,
5. Reduce the amount of visual clutter caused by excessive and poorly placed signage.

Chapter 3 of the City's Zoning Ordinance, Sign Regulations, has guidelines to control the size, location, and number of signs, but code restrictions alone may not be enough. Design criteria are needed to encourage and coordinate well-designed signs. The following sign guidelines are intended to assure the local merchant that all other Old Town commercial establishments are similarly regulated.

1. Preferred Sign Types

While many sign types are permitted in Old Town, the following sign types are preferred.

- a. Under canopy signs;



Projecting sign

- b. Business wall-mounted ID signs in sign board area at upper portion of first story;
- c. Awning signs;
- d. Projecting/hanging signs;
- e. Murals and supergraphics not advertising a business (painted on a wall surface);



- f. Permanent painted window signs, first floor limited to 25% of the window area;
- g. Building signs containing the name of the business at rear entrances used by customers; and

- h. Signs made of carved or sandblasted wood or metal.
- xi. Some existing signs contribute to the Old Town sense of history and should be preserved. These signs include the following: Rice Bowl neon signs, Oddfellows Building neon sign, Stillmans, Michaels, The Star Motel, and The Lompoc Theater.

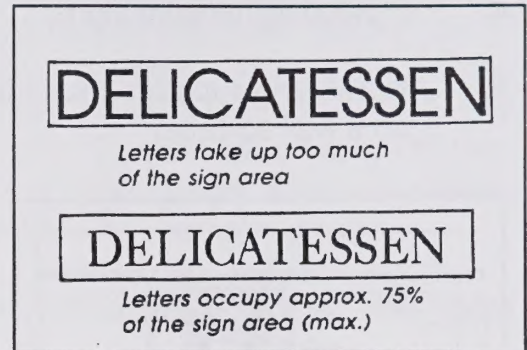


Locally significant Rice Bowl sign

2. General Design Guidelines

a. Clear Sign Message

- (1) Use a brief message. The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read, looks cleaner and is more attractive.

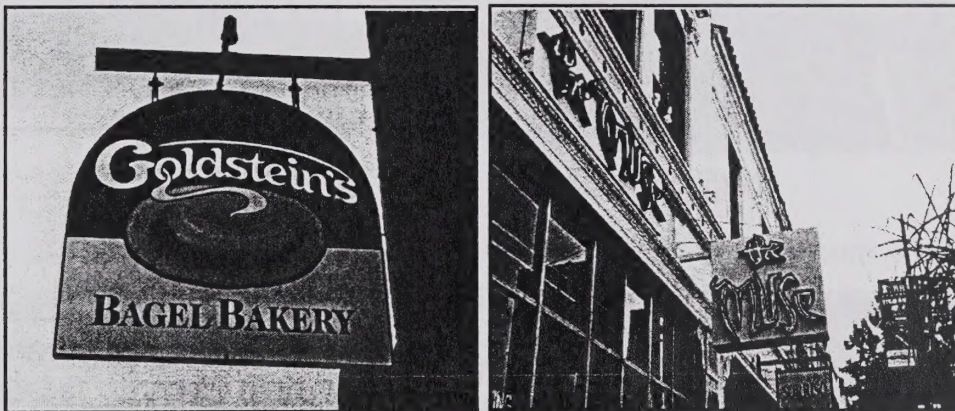


- (2) Avoid hard-to-read, overly intricate typefaces. These typefaces are difficult to read and reduce the sign's ability to communicate.
- (3) Lettering should be in proportion to the size of the sign. As a rule of thumb, the recommended size of letters is between one-third ($1/3$) to one-half ($1/2$) the height of the sign.
- (4) Avoid signs with strange shapes. Signs that are unnecessarily narrow, oddly shaped, or unrelated to the products or services being provided on site can restrict the legibility of the message. If an unusual shape is not symbolic, it is probably confusing.
- (5) Use widely recognized logos rather than print/test whenever possible.
- (6) Make signs smaller if they are oriented to pedestrians. The pedestrian-oriented sign is usually read from a distance of fifteen to twenty feet; the vehicle-oriented sign is viewed from a much greater distance. The

closer a sign's viewing distance, the smaller that sign need be.

b. Sign Color

- (1) Colors should be selected to contribute to legibility and design integrity of signage. Even the most carefully thought out sign may be unattractive and a poor communicator because of poor color selection.
- (2) A substantial contrast should be provided between the color and material of the background and the letters or symbols to make the sign easier to read in both day and night.
- (3) Limit colors to three on a single sign. Color is most effective when used simply. Too many colors, particularly accent colors, may distract the reader, reduce legibility, and make the sign less effective.



Use color simply and effectively by limiting to three different colors on a single sign.

- (4) Vertical or horizontal wooden signs can be effectively utilized in a variety of different ways on windows, building surfaces or as accent bands. A wooden wall sign can be painted or stained and sealed for a more natural look, depending upon the appearance of the surrounding structures. Lettering can consist of metal or raised wood and when placed within a sign band, will serve to unify the building facade. Carved or sandblasted wood signs are also appropriate.

- (5) Metal sign panels can utilize raised lettering on metal bands. Printing and lettering can also be applied directly to a flat metal sign band with letters consisting of wood, acrylic or metal.

c. Sign Architectural Compatibility

- (1) Signs should make a positive contribution to the general appearance of the street and neighborhood in which they are located.

- (2) Sign size should be proportionate. The size and shape of a sign should be proportionate with the scale of the structure.



- (3) Signs should be an appropriate scale with the building on which they are placed and should not overwhelm the architecture of the building and the character of the neighborhood.



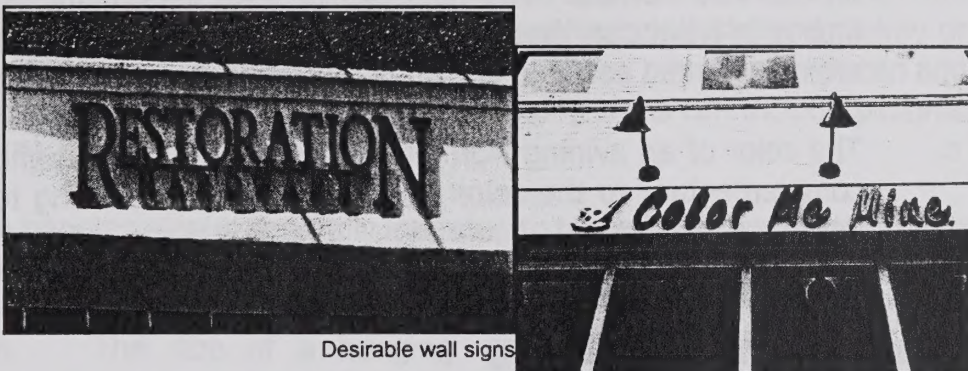
Wall sign painted directly on facade

- (4) Place wall signs to establish facade rhythm, scale, and proportion where facade rhythm doesn't exist. In many buildings that have a monolithic or plain facade, signs can establish or continue appropriate design rhythm, scale, and proportion.
- (5) As an alternative to an attached sign, lettering may be painted directly on the building facade. This

method resembles a wooden or metal band but does not require the introduction of another material.

3. Wall Mounted Signs

- a. The identification of each building or store's address in six inch high numbers over the main entry doorway or within ten feet of the main entry is recommended.
- b. Sign lettering for store front wall mounted signs should meet the following recommendations:

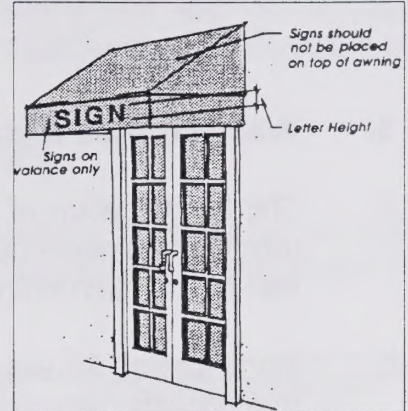


- (1) For storefronts 30' wide or less, a maximum letter height of 8" is recommended;
- (2) For storefronts 30' - 60' wide, a maximum letter height of 12" is recommended; or
- (3) For storefronts 60' wide or greater, a maximum letter height of 16" is recommended.

4. Awning Signs

An awning is a roof-like covering or shelter which is usually constructed of canvas or other fabric extending over a pedestrian walkway. Awnings provide shelter from weather, provide scale to the building architecture, and add color and liveliness to the pedestrian path and street.

- a. An awning is permanently attached to a building or can be raised or retracted to a position against the building when not in use. An awning sign is a message painted, printed, sewn, or stained onto the awning or awning flap.

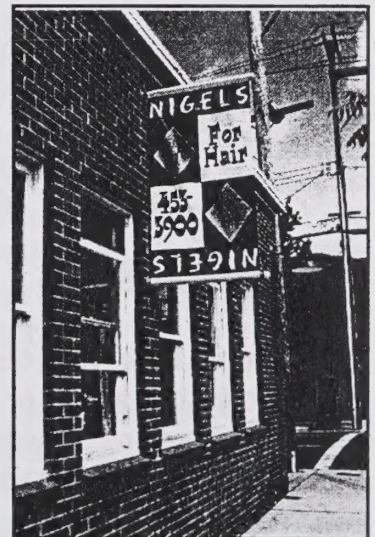


- b. The sign on awnings may be allowed on the shed portion of the awning, but are preferred on the valance flap. The flap should be at least eight (8) inches in height so that the letters and symbols can be big enough to read easily.
- c. The color of an awning sign should be compatible with and complementary to the color and material of the building to which it is attached.

5. Banner Sign

A banner sign is a logo or design placed on a lightweight material that can move with the wind. Banner signs should not be confused with flags or pennants. A banner sign is intended to add liveliness, color, and a sense of movement to a pedestrian-oriented street and sidewalk.

- a. Banners are encouraged along pedestrian-oriented streets, in plazas, and in commercial centers.
- b. Banners should not extend more than five (5) feet from the building or one-third (1/3) the width of a public sidewalk, whichever is less. In addition, banners should be measured eight (8) feet above ground at its lowest point.



Desirable banner sign

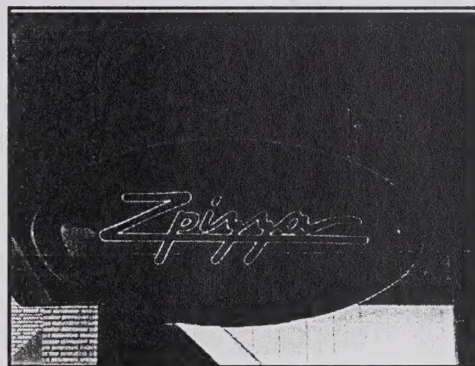
- c. Banners along the same block of a street should be set at generally the same angle from the buildings.
- d. Banners should reflect the informality and excitement of color and movement.
- e. Banners shall not be used in lieu of permanent signage.
- f. Banners shall be maintained in good repair and in a clean and attractive condition. Torn, bent, faded, and/or dirty banners shall be replaced or removed.

6. Hanging Sign

A hanging sign is a sign suspended from a support and projects from the building wall or mounted directly over a pedestrian walkway or arcade. Similar to awning signs and banners, a hanging sign can add interest and vitality to a street. Hanging signs can include pictorial images, logos, and symbols.

A hanging sign is generally intended to be read by pedestrians along a sidewalk or arcade, and motorists in slow-moving vehicles.

- a. The size of a hanging sign should be proportional to the building facade to which it is attached and typically, should not exceed ten (10) square feet.



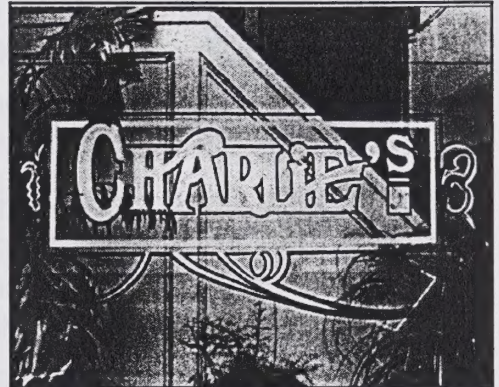
Desirable pedestrian-oriented hanging sign

- b. A hanging sign should be hung perpendicular to and should not project more than four (4) feet from the face of the building.
- c. To minimize visual clutter, hanging signs should not be located within close proximity to other hanging signs or projecting signs, preferably at least twenty-five (25) feet from each other.

- d. The placement of a hanging sign should not impede the safe movement of people or vehicles within a public right-of-way and should be properly secured to a building in a structurally sound manner.

7. Window Sign

A window sign is a permanent sign painted on or attached to the inside of a window and is designed to be viewed principally from outside the business by pedestrians and motorists using the adjoining parking lot.



Desirable window sign

- a. To minimize clutter, window signs should not occupy more than twenty-five (25) percent of the total area of the window in which they are displayed.
- b. The sign copy of window signs should be proportional to the glass surface area.
- c. Signs should be restricted to ground floor windows facing the primary street frontage or adjoining parking lot.
- d. Temporary window signs should be allowed to identify special events and sales provided they are removed immediately following the event.

8. A-Frame and Portable Signs

A portable sign is any sign or advertising device which rests on the ground and is not designed to be permanently attached to a building or permanently anchored to the ground. A-frame signs in Old Town are for attracting pedestrians, not passing motorists.

- a. No existing business should be allowed to have more than one

A-frame sign.

- b. A-Frame signs should have a maximum sign area of six (6) square feet. The maximum height, from ground level, should be three (3) feet and the maximum width should be two(2) feet;
- c. A-Frame signs should only be located on private property or within the public right-of-way, provided they do not interfere with vehicle access, pedestrian movement or wheelchair access to, through and around the site. A minimum access width of five (5) feet should be maintained along all sidewalks and building entrances accessible to the public.
- d. A-Frame signs shall not encroach into required off-street parking areas, public roadways or alleys, and may not be arranged so as to create site distance conflicts or other traffic hazards. Portable signs shall not be placed within the corner curb return areas of intersections.
- e. A-Frame signs should be utilized only during regular business hours and should be removed during non-business hours.
- f. Materials for portable signs should be of a permanent nature and not be subject to fading or damage from weather. The use of paper or cloth is not permitted unless located within a glass or plastic enclosure.
- g. Portable signs should be designed in an attractive manner and present an image of quality and creativity for Old Town Lompoc. White background is prohibited. A dark background with light letters is preferred.

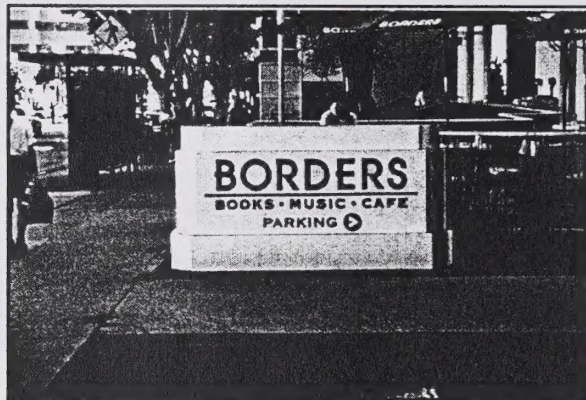


Desirable A-Frame sign

- h. Portable signs should be maintained in a neat, orderly fashion so as not to constitute an unsightly appearance or a public nuisance in Old Town.

9. Freestanding Signs

- a. Freestanding signs, including monument and pole signs, are prohibited in Old Town Lompoc.



Monument signs prohibited in Old Town

E. Landscaping & Public Spaces

1. Introduction

Landscaping in Old Town Lompoc shall achieve three specific ends: 1) to beautify Old Town 2) to soften commercial development; and, 3) to unify the area as a pleasant environment for residents and visitors alike. These three ends will be accomplished by a recognizable use of repeated planting treatments. Consistency and continuity within the street right-of-way and building setback areas is extremely important.



Landscaped median on "H" Street

2. General Landscape Design Guidelines

All development is encouraged to follow these general landscape guidelines:

- a. Save healthy existing mature trees.
- b. Use specimen trees (boxed trees) for immediate effect and accent.
- c. Give consideration to rapidly growing trees.
- d. Emphasize use of varieties which require low maintenance in public and commercial areas, especially in large landscape areas.



Climbing plants and vines are encouraged



- e. Use boxed and potted plants in clay, stone, or wood containers, especially for enhancement of sidewalk shops. The color and style of the containers shall be subject to approval by the City when in public right-of-way.
- f. Give preference to ground covers which require little maintenance.
- g. Vines and climbing plants integrated upon building and perimeter garden and building walls are strongly encouraged.
- h. The use of materials such as crushed rock, redwood bark chips, pebbles, and stone or masonry slabs should not be used in place of live plant materials in landscape areas. Use of such materials shall be subject to approval by the City.
- i. Use color plantings at the base of a building, in planter boxes, and focal points.
- j. Trees should be planted using industry accepted methods. Trees and shrubbery should not be located so that they interfere with the effectiveness of parking lots, street lighting, and store fronts.
- k. Landscaping should not obstruct the sightlines of motorists or pedestrians, especially at pedestrian crosswalks.
- l. Trees and shrubbery should not be located so that they interfere with the effectiveness of parking lot and street lighting.
- m. Landscaping material, so long as it is properly maintained, is the preferred method used to obscure the view of any parking or storage area adjacent from a public street or pedestrian area.

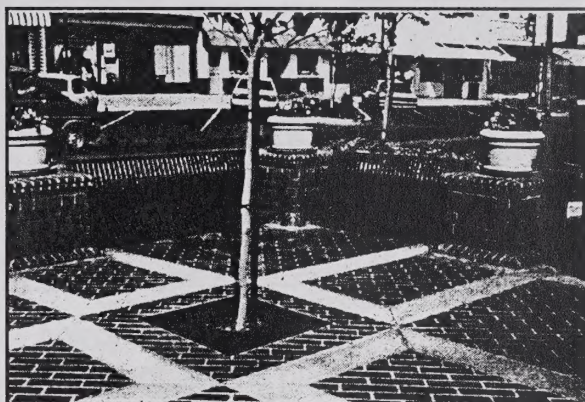


Colored plantings are desirable

- n. Landscape screen plant materials should be large enough at planting to provide effective screening, and be capable of growing to the height and density desired within a reasonable period of time.
- o. All commercial projects should provide complete automatic sprinkler or drip irrigation systems.
- p. Keep all plants healthy and growing with all planting areas free of weeds and debris.

4. Public Spaces

Public space associated with commercial buildings in Old Town Lompoc should serve as a transition from the outside to the inside of buildings, should be complementary to the commercial buildings and should be supportive of pedestrian activity. Public areas



Small public plaza

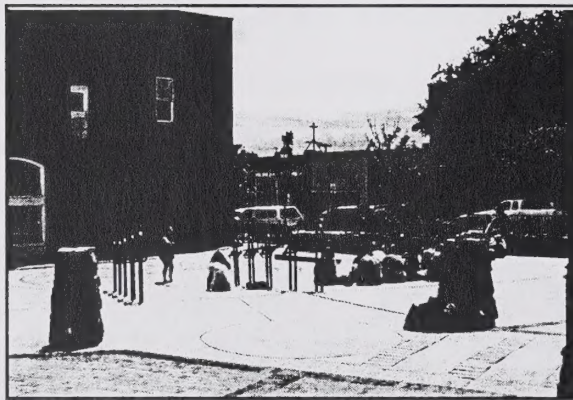
should clearly communicate that all members of the public may occupy the space and communicate this message by being designed as extensions of the public space of the sidewalk. Methods of doing this include providing pedestrian amenities such as benches, fountains, and continuing the hardscape of the sidewalk. Successful public spaces also act as well-defined transitions from street and sidewalk to building door and interior spaces. Public space can add to the vitality of commercial areas, when designed and located in a manner that attracts pedestrian activities.

a. Plazas

- (1) Plazas should be designed to supplement, rather than detract from street activity.
- (2) The function and appearance of the plaza or courtyard should not be dominated by stairs or elevators.



- (3) Where inconsistent setbacks occur along the street in Old Town, plazas should be considered to compensate for the broken building edges
- (4) Retail shops, restaurants, offices or other activity-generating uses should be located at the edges of plazas; blank walls should be minimized adjacent to such pedestrian spaces.



Desirable public plaza

- (5) Plazas should be designed with unimpeded lines-of-sight to and from the public sidewalk; and physical access should be provided from the public sidewalk to plazas.

- (6) Plazas should be physically and visually accessible from the public sidewalk. Security fences, walls, and entry gates shall not block the sidewalk edge of the plaza or views into the plaza. At least 15 feet of building frontage should be transparent or visually penetrable to provide entry to and views into the plaza.



Desirable visual features

- (7) Entries to the plaza, and storefront entries within the plaza, shall be designed and lighted so they do not create hiding places.
- (8) Visual features, such as public art or a fountain, should be incorporated in plazas to attract pedestrians.
- (9) Seating should be provided in plazas. Where applicable, plaza users should be provided with a choice between active (i.e. watching goings-on) and passive (i.e. private) seating.
- (10) Shade trees or other elements providing relief from the sun should be incorporated within plazas, in a manner that does not impair pedestrian movement.
- (11) A majority of the gross area of the plaza should have access to sunlight for the duration of daylight hours. A mix of direct sunlight and shade should be provided. No more than 30 percent of a plaza should be covered with a roof. Canopies, awnings, cantilevered overhangs, or balconies may project over the ground floor but should not prohibit the penetration of sunlight to the ground floor.
- (12) At least 10 percent of the plaza's surface should be landscaped. Shade trees are strongly encouraged.



Encourage outdoor dining

- (13) Paving and furniture used in private plazas should complement streetscape elements used in the public right-of-way throughout Old Town Lompoc.

- (14) Plazas should provide at least one sitting place for each 100 square feet of plaza in addition to permitted outdoor dining.



- (15) Plazas, including all entrances and exits, should be fully illuminated ½ hour after sunset to ½ hour before sunrise to facilitate natural surveillance opportunities and to discourage illegitimate activities. Lighting should be designed to help define, order and further develop the design concept of the space in a manner that appears welcoming to pedestrians.
- (16) Signage or other mechanisms should identify that the plaza is available for public use during business hours.
- (17) Security gates and security fencing may not be used in plazas. They may only be permitted by the City Planner.
- (18) Landscaping for the plazas should provide special interest through plant materials with integral interest such as special foliage color, seasonal changes in plant habit, scent, or floral display.

b. Entry Courtyards

- (1) Courtyards, where used, should include a focal element of sculpture and/or water, simple plantings and simple sitting niches with a view of the goings-on within the space.

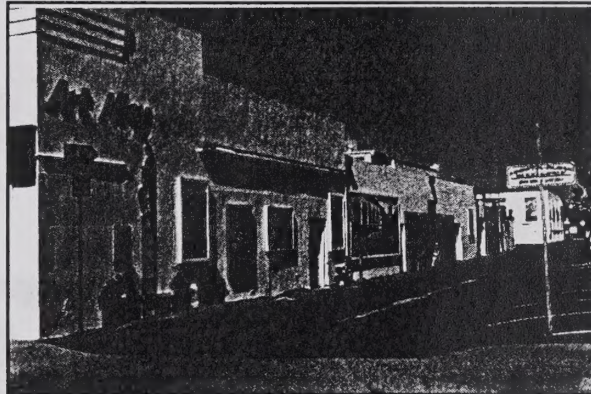


Desirable courtyard

- (2) Courtyards trees should be drought tolerant and be planted in simple geometric symmetries.
- (3) Courtyards should be designed to provide both visibility and separation from the street.

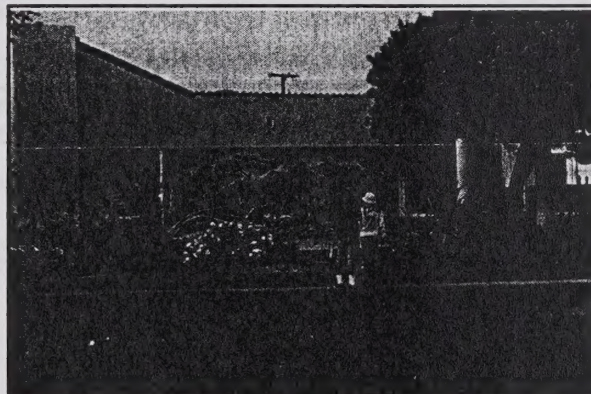
c. Public art

- (1) Art associated with commercial buildings in Old Town Lompoc that invites participation and interaction, adds local meaning, interprets the community by revealing its culture or history, and/or captures or reinforces the unique character of a place is encouraged (i.e murals, kinetic sculpture).



"Art Alley"

- (2) The setting of public art should be considered in its design; likewise, the impact of physical space and nearby structures on public art should be considered.



Lompoc Mural

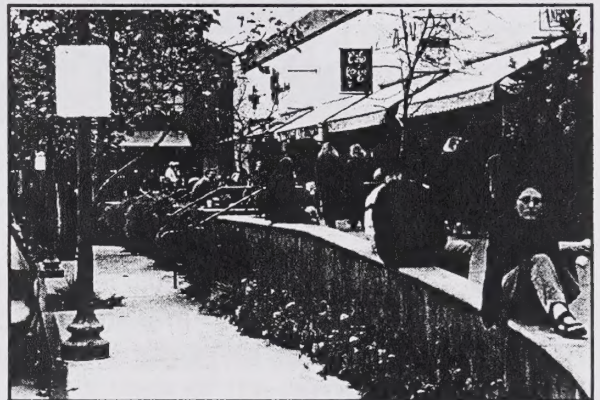
F. Designing for Crime Prevention

1. Introduction

The concept of crime prevention through environmental design (CPTED) includes a wide variety of strategies aimed at reducing opportunities for crime through the proper design and effective use of the built environment. Key components of CPTED include:

- a. Natural access control involves the use of pathways, paving treatments, lighting, landscaping, fencing, signs, and other built features to guide ingress and egress and to discourage or eliminate public access into areas.

- b. Natural surveillance focuses on the placement and design of physical features and the arrangement of uses to maximize opportunities for natural surveillance.



Sitting areas provide natural surveillance

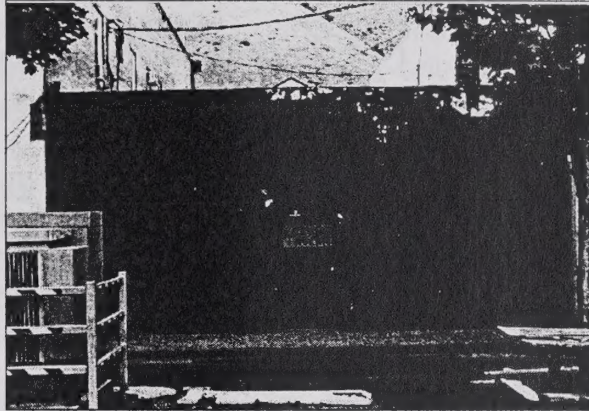
- c. Territorial reinforcement entails design features and physical elements which convey a sense of ownership and stewardship over a space. Unique paving patterns, artwork, signs, landscaping, lighting standards and streetscape components, and other physical elements can be installed and maintained to communicate a sense of pride and proprietorship.

2. Design Considerations

CPTED involves design of physical space in the context of the needs of bona fide users of the space, the activity planned for the space and the predictable behavior of bona fide, as well as illegitimate, users.

The following CPTED-based guidelines are to be considered for all development within the Old Town area.

- a. Utilize plants and low fencing to direct movement and restrict—symbolically—areas where people should not enter.
- b. Minimize the height of parking lot screening (shrubs or low walls) to allow a visible "window" above 3 feet and below 7 feet.
- c. Restrict the number of entry points into a development or parking lot.
- d. Improve safety behind buildings through use of:



Poor design treatment of rear elevations can result in negative and unsafe perceptions of the place

- (1) adequate security lighting;
 - (2) limited access (walls, fences, gates, shrubs);
 - (3) introduction of activities (e.g. rear entrances for commercial activities) that increase surveillance;
 - (4) surveillance through windows or with cameras; and
 - (5) maintenance storage areas and alleys.
- e. Use security fencing/walls with view ports or sections of wrought iron grille work to allow views into the development while restricting access.
- f. Identify building numbers (street addresses) by posting numbers so they are visible from the public right-of-way wherever possible.
 - (1) Single-family homes should use six inch numbers/letters (in height) when displayed at the first story level.



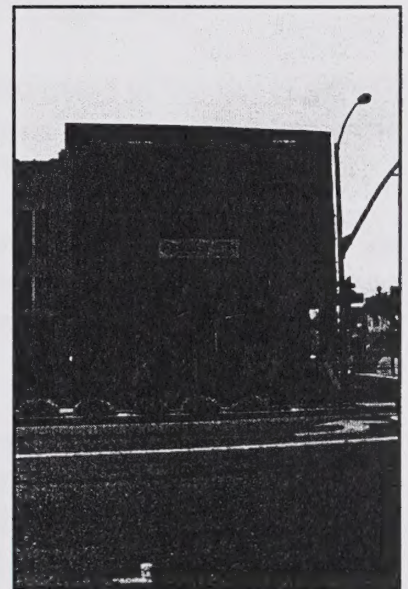
- (2) Buildings other than single-family homes should use twelve inch numbers/letters (in height) when displayed at the first story level.
 - (3) Building numbers/letters displayed above the first story should be a minimum sixteen inches in height.
 - (4) Multiple-family residences should include building numbers of four inches in height if illuminated and six inches if nonilluminated.
- g. Multi-tenant developments (residential and nonresidential) should include directories at site entrances identifying the locations of buildings, suites, apartments, etc. and on-site landmarks, including management offices and access points.
- h. Factors to consider in the design of new development, as related to public safety and crime, include:
- (1) Types and characteristics of adjacent or nearby uses;
 - (2) Determine whether the development is intended to serve as a buffer, barrier or transitional use between different existing buildings/uses. Design features and configurations can optimize compatibility with those uses;
 - (3) Determine who are the intended users of the development and how can the site be designed to encourage desirable use while discouraging illegitimate activities;
 - (4) The internal activities of the building should relate to one another and to external activities. Consideration should be given to how the building design elements influence the activities;
 - (5) Consider the location of off-site pedestrian/bicycle and vehicular circulation systems in relation to the development, and how can the proposed structure best relate to the circulation areas;

- (6) The on-site circulation areas (entrances, exits, loading areas, refuse collection/service zones, parking lots, plazas, paseos, sidewalks, etc.) should provide safe environments while facilitating the intended use of the structures. Also consider the relationship between the building(s) and the circulation system elements be enhanced to promote safety;
- (7) Window placement, lighting, parking areas, signs, landscaping, waiting areas, plazas, sidewalk-oriented uses, etc. should be designed to maximize natural surveillance;
- (8) Design treatments should be introduced to make certain features less susceptible to criminal activity or less likely to permit illegitimate activity (e.g. doors, windows, alleys, loading areas, refuse enclosures, fences, gates, etc.);
- (9) Landscaping should be incorporated and maintained to facilitate natural surveillance (i.e. sight lines and visual clearance areas); and
- (10) investigate opportunities to use landscape materials to communicate territoriality and to incorporate plaza into the design of pedestrian linkages.



G. Secretary of the Interior's Standards for Rehabilitation

1. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alternation of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material of distinctive architectural features should be avoided when possible.
3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.
4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new materials should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on



Oddfellows Building

accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.
8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to, any project.
9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural, or cultural material, and character of the property, neighborhood, or environment.
10. Whenever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.



Chapter 5

Urban Design & Streetscape

A. Purpose

The purpose of the Urban Design & Streetscape chapter is to establish design concepts and guidelines for streetscape improvements within public rights-of-way and to provide a specific design context for adjacent private outdoor spaces. This section identifies the public/private streetscape design elements of paving, street tree plantings, median plantings, lighting, roadway design, and other unique features within the Old Town Specific Plan Area.

The Urban Design & Streetscape chapter is intended to be used as a planning tool for public and private projects in conjunction with the implementation strategies, development standards, and design guidelines of this Specific Plan and the City of Lompoc Zoning Ordinance.

This chapter contains information, design guidance, graphic materials, and early conceptual designs which can aid in near term implementation of the recommendations for public area improvements. It should be noted, however, that certain additional actions will or may be necessary to continue moving toward the implementation of the Old Town Lompoc Specific Plan's public improvements in an expeditious manner. These actions include:

1. Preparation of a definitive streetscape concept plan and working drawings to ascertain the full level of downtown public improvements (generally completed by a landscape architect);
2. Preparation of specifications and construction drawings acceptable to the City's Public Works/Engineering Department;
3. Preparation of a financial package to pay for construction and maintenance of the public area improvements;

4. Development of a unique consistent logo for Old Town (possibly using new City logo) to be used on flags, banners, and signs proposed in this plan; and
5. Initiation of additional public workshops through which property and business owners are apprised of improvement plans and their role in the upgrading of the area.



B. Image and Identity

A person's mental image of Old Town Lompoc is formed over time through direct and indirect experiences and information gained from personal observations and from other people. Opinions vary among individuals, whether they are residents, merchants, or tourists. It is reflected in the ways people patronize business, negotiate traffic, choose a restaurant or decide where to stay overnight. Impressions of the area can be measured in objective criteria such as retail sales activity, pedestrian activity, traffic, and assessed valuation. Impressions can also be evaluated in more qualitative or perceptual terms such as clarity, distinctiveness, intensity of activity, openness, accessibility and attractiveness.

As described on the Old Town Lompoc 20/20 Vision, image and identity are considered from the perspective of the way people will experience Old Town – driving or walking through and by it, observing its unique qualities and the character of its streets and buildings.

The best commercial districts have memorable qualities:

- **A clear sense of arrival**, through a change in landscape, built areas, or special entrance features;
- **A commercial or cultural "heart"** which says something about activities, history, commerce or natural features which the community values. In some cities, it is a college campus; in others, an old plaza with an ancient tree, or a quaint shopping street. Old Town's Ocean Avenue and "H" Street served as the original downtown commercial area in Lompoc. The self contained, mixed-use nature of the area is a unique attribute worth saving and enhancing.
- **A clear organization of streets and districts** which gives people a sense of direction and orientation, in being able to find one's destination easily. The extent of confusion in traffic circulation, and the amount of congestion increasingly figures in people's perceptions of a particular place; and

- **A sense of uniqueness.** This quality can derive from a single feature, an areawide design theme, or an event which is held in a special place each year.

So, where is Old Town Lompoc?

Old Town Lompoc is not a clearly identifiable area. The Lilley Building and the Oddfellows building provide a fairly strong focus, but outside that immediate location, the area quickly loses its identity.

Conclusions regarding the image and identity of Old Town Lompoc include:

- Old Town has an organized series of entry points which need to be enhanced;
- Old Town's central focus is at the corner of Ocean Avenue and "H" Street, but this focal point has not been fully developed;
- Commercial land use and site planning patterns within the area are inconsistent and many structures are in a neglected state;
- Old Town is dominated by the automobile with few pedestrian amenities;
- The simple grid street system needs to be retained. Street closures should be avoided;
- A consistent "street wall" of sidewalk adjacent storefronts needs to be a major goal of development or redevelopment.

Improving the image and identity of Old Town Lompoc is key to the urban design and streetscape concepts presented in this chapter.



C. Urban Design & Streetscape Concepts

The urban design and streetscape concepts for Old Town Lompoc represents a culmination of findings from the General Plan, field investigations, and discussions with City representatives. It is also a direct result of the public workshops and interviews which involved local officials, merchants, property owners, Chamber members, residents, and others.

The analysis and development of the Old Town Lompoc 20/20 Vision considered the following items:

- Physical location/configuration of existing streets, buildings, and open spaces;
- New opportunities for maximizing efficient, pleasant and safe pedestrian movement and connections;
- Primary and secondary traffic flows;
- Existing roadway conditions, intersections, land uses, and both on- and off-street parking;
- Opportunities for defining new urban design concepts;
- Prominent public spaces (planned and existing); and
- Logical opportunities for major entry portals, strong commercial intersections, and edge enhancement.

<<INSERT 20/20 VISION PLAN>>



**REDUCE COMMERCIAL ①
INTRUSION INTO
RESIDENTIAL AREA**

The overall geographic limits of the Old Town Specific Plan are confined to commercially zoned properties in order to concentrate businesses in a walkable area. It is also refined in such a way as to protect local residential uses.

**STREETSCAPE AND ②
PEDESTRIAN ENHANCEMENT**

Physical streetscape improvements should be focused along "H" Street and Ocean Avenue. Initiate a streetscape program that includes low level pedestrian lighting, street trees, benches and enhanced signage. Enhance Ocean and "H" intersection with special paving. All crosswalks should be similarly treated and bump outs added to each intersection.



**Old Town Lompoc
20/20 Vision
Old Town Specific Plan**

**LOWER "H" STREET ③
DEMONSTRATION BLOCK**

Initial physical streetscape and pedestrian improvements in the Old Town should be focused on "H" Street, south of Ocean Avenue and north of Cypress Avenue.

NORTH ENTRY ④

Place street spanning arch or vertical monuments at this location. Purpose is to develop a welcoming statement into Old Town Lompoc.

**RESTRICT
PARKING USERS ⑩**

Several parking lots in Old Town are used by commuters and carpoolers. City should consider developing parking facilities for those users elsewhere.

**CONCENTRATE AND
INTENSIFY ⑨**

Utilize the surface parking lot on the south side of Ocean Avenue between "I" and "J" Streets for a two story mixed use project. Maintain significant amount of public parking to the extent possible.

OCEAN STREET ENTRIES ⑧

Providing a sense of arrival into downtown is critical to establishing a sense of place. Place street spanning arches or vertical monuments at "F" Street and "K" Street.

KEY

- New Buildings
- Existing Buildings



©Urban Design Studio and the City of Lompoc make no warranty on the accuracy of the data shown on this map.

"A vision is intuitive and appeals to the spirit;
a plan is rational and appeals to the intellect."

A vision is holistic, unique and creative; a
plan is linear and reacts to trends and data.

A vision shows where we want to go;
a plan explains how we get there. "

**REVITALIZE THE OCEAN /
"H" INTERSECTION ⑤**

Strong architectural building elements (2-3 stories) are vitally important on all four corners of the downtown's major commercial intersection. The City should seek to gain control of the vacant northeast corner. In addition, the buildings on the southeast and southwest corners should undergo substantial rehabilitation or removal in order to provide appropriate pedestrian orientation and scale.

**DEFINE A STRONGER
STREET WALL ⑥**

Several of the buildings along Ocean Avenue and "H" Street do not exhibit traditional downtown siting at the back of the sidewalk. Any and all replacement redevelopment efforts will need to be respectful of this historic sidewalk adjacency pattern and should include a mix of one and two story projects.

OLD TOWN PLAZA ⑦

Centrally located civic space is surrounded by active storefronts. Storefronts line the street and protect the plaza from wind. Good location for underground parking to serve local development.

D. Streetscape Palette

A distinct and pedestrian friendly streetscape environment in Old Town Lompoc is important to its revitalization. Ideally, improvements should be focused in highly visible locations versus minor improvements spread over a wide area. It is also recommended that an initial demonstration block along South "H" Street be implemented.

The following pages depict a conceptual level streetscape palette for Old Town Lompoc, including street furniture, lighting, trees, and enhanced signage. Street furnishings selected allow for several manufacturers to provide these products. A manufacturer's name is provided for example purposes only.

1. Street Furniture Specifications

Street light – California Series Double Acorn or DAL-12 by South Coast Lighting (949) 365-5004. *Approximate cost: \$3,800 each.*

Traditional Acorn Style Pedestrian Light – Allentown Series 406 14' pole height. Acorn Luminaire with Finial by W.J. Whatley. (303) 287-8053. *Approximate cost: \$1,200 - \$2,600 each, prices vary depending on pole material.*

Traffic Signal Covers – Cast Base Covers by Architectural Area Lighting. (714) 994-2700. *Prices vary extremely depending upon extent of retrofit necessary.*

Metal bench – RB28 6-foot bench by Victor Stanley. (800) 935-7111. *Approximate cost: \$732 each. (Most appropriate for streetscape.)*

Wood Bench – 6' Gloucester Bench E496927 (Teak) by Smith & Hawken (415) 389-8300. *Approximate cost: \$1,125.00 each*
OR 6' Gaia Garden Collection Garden Bench (made from Poly-Wood® - 100% post-consumer HDPE recycled plastic) by The Green Culture (800) 233-8438 or (949) 643-8795. *Approximate cost: \$395.00 each. (Most appropriate for public plazas.)*

Entry & Arches - Contact South Coast Lighting for more information. (949) 365-0054. *Approximate cost: Varies with materials and design.*

Tree grates – O.T. Title 24 Series 4-foot Square/Circle Combo by Urban Accessories. (425) 487-0488. *Approximate cost: \$1,100 each.*

Planter boxes – Mediterranean Style Z Rectangular Planter Pots by Dura Art Stone. (800) 821-1120. *Costs vary based on size.*

Garbage receptacle - Pennsylvania Avenue Standard Trash Receptacle by Canterbury International. (800) 935-7111. *Approximate cost: \$800 each.*

Enhanced paving – Colored, heavy aggregate concrete with 45 degree scoring. *Approximate cost: \$8.50 to \$12.50/square foot* **OR**

Colored and textured asphalt paving surface by street print. *Approximate cost: \$3 to \$5/square foot.*

Drinking Fountain – 1890 Single Bowl by Canterbury International (800) 935-7111. *Approximate cost: \$2,577 each.*

Pedestrian Bollard – 1890 Style Bollard 29" ht. by Canterbury International. (800) 935-7111. *Approximate cost: \$600 each.*

Clock – Danbury Style on 16' high pole by Canterbury International (800) 935-7111. *Approximate cost: \$13,900.00.*

Flag Pole – 15'-20' Alloy/Aluminum/Bronze tapered flagpoles by American Flagpole (800) 368-7171 or Concord Industries (800) 527-3902 or Conder Flag Co. (704) 529-1970. *Approximate cost: \$500.00 to \$1,500.00 per pole - \$20.00 - \$80.00 per flag.*



2. Suggested Street Trees

While not an exhaustive list, the following are some street trees appropriate for the Old Town Lompoc streetscape. These trees are also well suited for use in the landscaping of parking lots and public plazas.

- **Pistache (Pistacia)**
Plant type - evergreen, or deciduous tree (colors in the fall)
- **Sweet Gum (Liquidambar)**
Plant type - deciduous (colors in the fall)
- **Honey Locust (Gleditsia Triacanthos)**
Plant type - Deciduous canopy tree
- **Pinus Canariensis (Canary Island Pine)**
Plant type - Tall formal evergreen pine
- **Cedrus Atlantica (Atlas Cedar)**
Plant type - Evergreen cedar (conifer)
- **Calocedrus decurrens (Incense Cedar)**
Plant type - Evergreen common cedar

<<INSERT STREETSCAPE PALETTE>>







Chapter 6

Implementation & Administration

A. Specific Plan Administration

This section describes the procedures required for the timely implementation of development within the Old Town Lompoc Specific Plan area.

Upon adoption of the Old Town Lompoc Specific Plan, all land use regulations, development standards, and design guidelines of this Specific Plan shall replace those of the Zoning Ordinance.

All regular provisions of the Zoning Ordinance not amended by this Specific Plan shall apply, including, but not limited to, use permits, variances, public notice and hearing, and appeals provisions.

1. Relationship to Zoning Ordinance

The land use regulations and development standards contained herein constitute the primary zoning provisions for the Old Town Lompoc Specific Plan area. If there is a conflict between the regulations of the Zoning Ordinance and this Specific Plan, the regulations provided herein shall prevail. Where direction is not provided in this Specific Plan, the provisions of the Zoning Ordinance shall prevail.

2. Omission or Ambiguity

The City Planner shall have the responsibility to interpret the provisions of this Specific Plan.

If an issue or situation arises that is not sufficiently provided for or is not clearly understandable, those regulations of the Zoning Ordinance that are most applicable shall be used by the City Planner as guidelines to resolve the unclear issue or situation. This provision shall not be used to permit uses or procedures not specifically authorized by this Specific Plan or the Zoning Ordinance.

If a use is omitted from the lists of those specified as permissible in the Old Town Commercial District or if ambiguity arises concerning the appropriate classification of a particular use, the City Planner shall have the authority to make an interpretation as to whether the use should be allowed because it is similar to other allowed uses in the district or if should be prohibited.

The City Planner may refer any matter for interpretation to the Commission for their consideration or the City Planner's interpretation may be appealed to the Planning Commission. The Commission shall make the final decision on an interpretation. The Commission's decision may be appealed to the City Council.

3. Amendments

This Specific Plan may be amended by the same procedure as it was originally adopted. Each amendment shall include all Sections or portions of the Specific Plan that are affected by the change. An amendment may be initiated by the City Council, Commission, private property owner, or an authorized agent. Any amendment requested by a property owner or authorized agent may be subject to the fee schedule adopted by the City Council.

4. Violations

Any persons, firm, or corporation, whether a principal, agent, employee, or otherwise, violating any provisions of these regulations shall be subject to the penalties and provisions of the Lompoc Municipal Code.

5. Findings Regarding The Specific Plan

No division of land, use permit, site plan approval or other entitlement for use, and no public improvement shall be authorized in the Specific Plan area unless a finding has been made that the proposed project is in substantial compliance with the requirements of the Specific Plan. Approval of final development plans and use permits shall be contingent upon a determination of substantial compliance with the applicable provisions of this Specific Plan, applicable provisions of the Zoning Ordinance, and the General Plan.



6. Administrative Modifications

Administrative modifications to the development standards of this Specific Plan of up to 10% may be approved, or conditionally approved, by the Director upon demonstration that the proposed adjustment would enhance the overall appearance and function of the project; would be compatible with, and would not be detrimental to, adjacent property or improvements; and would advance the goals of the Specific Plan.

7. Specific Plan Review/Update

The Specific Plan should be the subject of a comprehensive review by the City at least every five years. The first review should occur five years from the date of Plan adoption and should occur at intervals of five years thereafter.

B. Recommended Programs and Projects

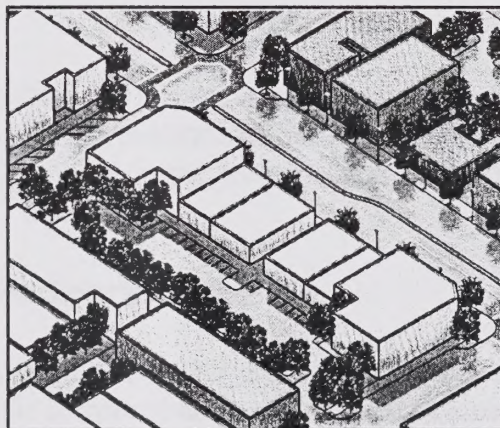
Ideally, the Old Town Lompoc Specific Plan should answer all of the questions, "who, what, when, where, how, and why?" with respect to implementation. In order to achieve the overall vision and individual goals of this Specific Plan, a variety of publicly and privately initiated programs and physical improvements have been identified. This section intends to provide citizens, public officials, merchants, and property owners with confidence in the probable success of Old Town Lompoc's revitalization as well as an explanation of the relevance of each planning effort.

This section identifies projects and programs from the goals and implementation strategies identified in Chapter 2 to assist in the implementation of this Specific Plan. Following the descriptions of the various projects and programs is a matrix that organizes the implementation approach for the Specific Plan, including the project priority, implementation leaders, and potential funding sources.

1. Develop/Redevelop Key Old Town Sites and Buildings

Public Parking Lot on Ocean Avenue.

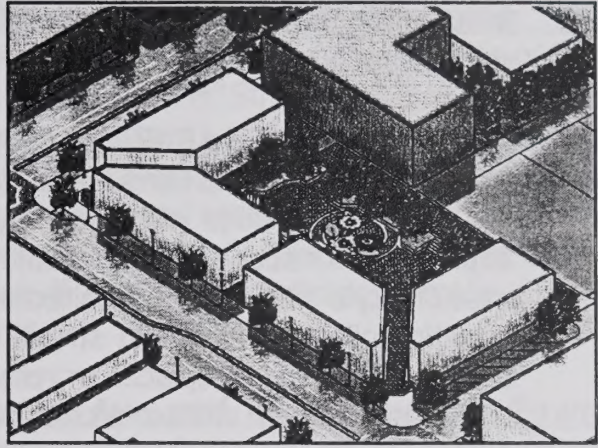
This city-owned property fronting Ocean Avenue is in a key position in downtown. Replacing this surface parking lot with additional shops, restaurants, and mixed-use developments, will not only foster economic development, but will also increase the pedestrian nature of Old Town. This site should continue to provide off-street parking whether it be surface, structured, or underground.



Potential Redevelopment of
Ocean Avenue Parking Lot

Vacant Lot at Ocean Avenue & "H" Street.

Another key parcel in downtown is the large vacant lot located at the corner of "H" Street and Ocean Avenue. The City should negotiate a right-of-first refusal to purchase this parcel. The City should pursue acquisition of this parcel. This piece of property represents 25% of a potential 100% commercial/ activity corner in the heart of Old Town. It should ideally be transformed into a unique pedestrian-oriented retail and entertainment development complete with a major public open space and underground parking. The public plaza should be designed with a small amphitheater/stage for outdoor performances and summer concerts.



Old Town Lompoc Plaza

Lompoc Theater. The Lompoc Theater should be renovated and should become the major venue for the music, theater, and other performing arts. The public plaza should be a natural extension of the renovated theater. The City shall assist the owner in securing grant funds or loans for its rehabilitation.

Oddfellows Building. The Oddfellows building's location at the corner of "H" and Ocean, its large size, and its local historical significance makes it an important building to Old Town Lompoc. The building should ideally be preserved and substantially rehabilitated. While the upper floors may continue to house existing community organizations or even housing at some point, the ground floor should have a pedestrian-oriented retail or restaurant use. The City should assist the owner in securing grant funds or loans for its rehabilitation.

Rudolph Building. Another important building, the art-deco style of the Rudolph building adds much character and a sense of history to Old Town. The building should be preserved and protected. If necessary, the City should assist

in securing grant funds or loans for its renovation and rehabilitation.

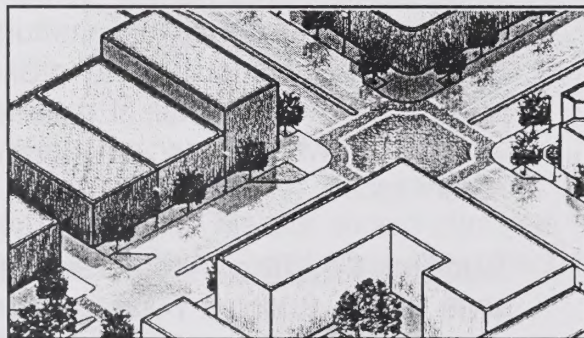
First American Title Building (100 Ocean Avenue). The First American Title building is located at high profile corner in Old Town, but does not currently have the prominence appropriate for such a site and, additionally, the contemporary mission style single-story architecture is out of line with the eclectic collection of "main street" buildings of Old Town. Ideally, it should be replaced or remodeled with a building of two-three stories whose architecture follows the design guidelines of the Specific Plan.

Infill Opportunities. There are numerous vacant sites and incompatible buildings sprinkled throughout Old Town where infill development should be encouraged. New development should focus on unique pedestrian-oriented retail, art galleries, residential over commercial mixed-use, family entertainment, open space, public parking (not fronting Ocean Avenue or "H" Street), microbreweries, restaurants, and professional services.

Building Facades. Throughout Old Town, the facades of commercial storefronts should be enhanced by removing "slipcovers" and reinstating the use of materials consistent with those previously used on the structure.

2. Construct/Install Key Urban Design Features

Street Spanning Arches. At three prominent locations on Ocean Avenue and "H" Street, the City should erect attractive street spanning arches which welcome people into Old Town Lompoc. Ensure vehicular clearances to meet CalTrans requirements .



South "H" Demonstration Block & Diagonal Parking

Streetscape - Demonstration Block on South "H"

Street. As a demonstration project, install elements of the streetscape palette along South "H" Street from Ocean Avenue to Cypress Avenue. Elements will include streetlights, benches, trees, tree grates, bollards, banners, trash receptacles. Also, sandblast and reseal sidewalks to improve aesthetics and accessibility). Ask CalTrans to remove State Highway designation if necessary in order to make urban design improvements.

Streetscape - Ocean Ave and Remaining Old Town

Streets. Install elements of streetscape palette to remaining Old Town streets. Sandblast and reseal sidewalks to improve aesthetics and accessibility. Ask CalTrans to remove State Highway designation if necessary in order to make urban design improvements.

Wayfinding System. Initiate special signage program in Old Town, starting with new street name pole signs. Also install new public parking signs and at least two pedestrian directories in Old Town. Design should be consistent with image of Old Town and build upon a main street theme with regional influences such as flowers, wine tasting, environment, etc.

Major Public Plaza. The City should require the construction of a major public plaza as part of a commercial development at the currently vacant northeast corner of Ocean Avenue and "H" Street. The plaza should include a small amphitheater type of development and should incorporate public art and ample seating areas.

Underground Utilities. The City should prioritize the undergrounding of utilities in Old Town, particularly along "H" Street and Ocean Avenue.

3. Improve Key Circulation Elements

Diagonal Parking Along "H" Street. Increase the number of on-street parking spaces on "H" Street just south of Ocean Avenue by redesigning current parallel on-street parking to diagonal parking. This action will add four additional spaces

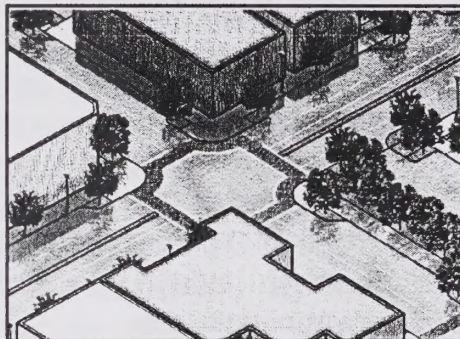
adjacent to existing businesses and make this segment of "H" consistent with the remainder of South "H" in Old Town. Initiate other diagonal parking opportunities within Old Town.

Reconfigure Parking Lots and Add Structured Parking.

Encourage the elimination of surface parking lots along Ocean Avenue or "H" Street where possible to allow for increased building density in prime commercial locations. Parking capacity can be retained or enhanced by constructing structured public parking garage(s) or adding underground public parking in new developments. Also, develop commuter parking lots outside of Old Town to allow for increased building intensity and/or additional Old Town parking.

Traffic Calming.

Calm vehicular traffic and enhance pedestrian safety by increasing "side friction" through the addition of vertical streetscape elements and increasing the frequency of sidewalk adjacent buildings. Further augment pedestrian safety and slow traffic with the addition of bump-outs and special crosswalk paving at Old Town intersections.



Bump-outs and textured crosswalks

Truck Traffic. The City should work diligently with appropriate committees and organizations to re-route truck traffic from Old Town streets to an alternate route. Additionally, the City should work with merchants to identify the best and least disruptive times to schedule deliveries.

Rear Entrances and Alleys. Improve the physical condition of Old Town alleys by repaving, painting walls, etc. as necessary to encourage secondary entrances to businesses from adjacent parking facilities and improve overall safety and aesthetics.

5. Initiate Strategic Programs

Develop Old Town Logo. Develop a logo or icon for Old Town that builds on a relaxed small town “main street” and the region's natural beauty and amenities (flowers, wine, climate). Incorporate this logo into banners, wayfinding system, public plaza, arches, and promotional materials.



1% Hotel/Motel Tax Increase. Consider increasing the Lompoc transient occupancy tax by 1% in order to help pay for tourist related activities and attractions in Old Town.

Sign Removal Program. As part of the visual improvements to Old Town Lompoc, the City and/or Chamber should explore establishing an annual pool of money to remove old nonconforming signs and replace them with new aesthetically and regulatory consistent signs (see Appendix A for example).

“Shop Old Town” Program. Establish a promotional campaign to encourage local and regional residents to experience and spend money in Old Town. As part of the program, expand evening hours to better accommodate residents who work out of the City.

Hire “Old Town” Manager. Hire a manager for Old Town who will be responsible for coordinating events, activities, promotional campaigns, and addressing issues and concerns. This person shall coordinate efforts with merchants, the Chamber of Commerce, the City, and other applicable organizations.

Business Improvement and Development Guide. Develop a guide that describes the type of retail and commercial developments desired in Old Town for potential business owners and existing property owners. The guide shall also offer steps to improve existing businesses, including

better storefront design and strategic marketing.

Center of Entertainment and Events. Old Town Lompoc should be the entertainment heart of the community. Foster the proliferation of new festivals and events in Old Town, including summer concerts and local performances and displays. Also encourage such uses as movie theaters, microbreweries, outdoor cafes, wine tasting, etc.. Additionally, allow Old Town to develop as a place for youth and families to spend time and money. Encourage entertainment venues such as movie theaters, youth playhouses, rock climbing gym, and computerized arcade centers (i.e. Gameworks), as well as commercial establishments such as clothing stores, record stores, ice cream shops, and diners.

Increase Flowers and Landscaping. Lompoc is noted for its abundance of flower fields. Only fitting is the presence of several methods of reminding people of this natural resource. Incorporate planters with flowers in Old Town right of way where possible. Encourage private business and property owners to include provide flowers as well.

Continue & Expand Public Art Program. Enhancing the pedestrian experience can be accomplished in part through public art programs. People like to see things of interest that were created by others. And, public art provides great opportunities for local historians, philanthropists, youth, and artists to leave landmarks for future generations. Continue to support murals, and projects such as "Art Alley" throughout Old Town, as well as promote walking tours and events centered around art. Bring other forms of public art, including kinetic (wind-operated) sculptures, fountains, etc. into Old Town.

Develop Loan Pools. Working with local banks, loan pools should be established to assist interested parties in improving their structures; a definite willingness exists by local banks to help establish such loan pools. Funded by private banks and institutions, loan pools should have two targets: 1) Micro-loans for minor improvements such as repainting, rear-entry improvements, minor rehabilitation, etc.; and, 2) construction loans for more substantial improvements.



Historic Preservation Assistance. Revisit the City's unreinforced masonry ordinance to determine if changes can be made to assist in the preservation of important Old Town buildings such as the Rudolph and Oddfellows buildings. Identify contractors appropriate for preservation and rehabilitation to ease in this process.

C. Potential Funding Resources

This portion of the Chapter provides an overview of resources for the City of Lompoc to put together a funding strategy for the revitalization. It looks at the various funding mechanisms available to the City. This section does not impose a rigid approach to how the City shall fund the much needed improvements in Old Town. Rather, by describing the alternative sources and their potential for generating dollars, the City will be able to take the next step in the process, which is to enact the various sources. The section is organized into primary funding resources and secondary funding resources.

The primary funding resources listed meet three criteria. These criteria are:

- ☐ Must have a potential to provide a significant amount of funding
- ☐ The source can be accomplished primarily by the decision of the City and the citizens of Lompoc
- ☐ The source generally appears to be achievable within a reasonable amount of time.

The secondary funding sources are less certain in terms of potential amounts and ability to secure. Both primary and secondary funding sources will be important to the overall revitalization of Old Town Lompoc.

Primary Funding Resources

P/1 General Taxes

These taxes include excise taxes, utility user taxes, and property tax. Each of these taxes could be raised to generate revenue for Old Town. However, the political realities in California require a 2/3 voter approval for property tax increases or a special tax.

P/2 Tax Increment Financing

The City has one active Redevelopment Project area in which the Old Town falls. The Tax Increment revenue is to be used to "improve" the conditions found within the Old Town boundary.

P/3 Transient Occupancy Tax

Transient Occupancy Taxes (TOT) are frequently used for projects that service and bolster the tourism industry. Currently, the City's TOT is 10%. An increase of 1% could generate sufficient additional funds to support downtown revitalization.

P/4 Benefit Assessment District/Landscape and Lighting Assessment District

In a benefit assessment district, a special assessment is a charge imposed on real property for a local public improvement of direct benefit to that property. The City Council may create a special assessment district for Old Town that defines the properties that will pay for the improvement(s). The district can target landscape and lighting improvements specifically (lighting and landscape assessment district) or can be expanded to cover a larger sphere of local improvements (benefit assessment district). All special assessment districts must be approved by a mail-in ballot of two-thirds of the property owners (weighted by the amount of the assessment of the property). Other conditions apply.

P/5 Sales Tax Increase

Sales tax rates may be increased above the basic State rate of 7.25% by a city or county with a 2/3 majority vote. While the requisite 2/3 vote may be difficult to achieve, it could result in a significant amount of additional funding for Old Town improvements.

P/6 General Fund

It is not uncommon for cities that are seeking to revitalize their downtowns to commit a certain amount of the General Fund to the effort over a period of years. While there has been no decision on this variable at this stage, a commitment from the City's General Fund could greatly contribute to Old Town Lompoc's revitalization.

These funds could come from a Special Projects Fund or through the normal Capital Improvements Budgeting process.

P/7 Community Development Block Grants (CDBG)

Provides partial funding for public infrastructure to support industrial and business expansion. Also, downtown revitalization projects, physical infrastructure, low-income jobs, and reduction of blight. Funds are variable by community.

P/8 Development Fees

There are several forms of development fees that are common: 1) In-lieu fees; 2) Impact fees; and, 3) Mitigation Fees. A reasonable relationship must exist between development fees and the impact of the development. With even slight increases in development fees, downtown revitalization could benefit.

P/9 Exactions

Exactions are direct charges and dedications collected on a one-time basis for a service provided or as a condition of an approval being granted. The purpose must relate to the need created by the development; the amount must be proportional to the cost of the service or improvement. Four major exactions include: 1) Dedication of land and fees in-lieu of dedication; 2) Subdivision reservation for public use; 3) Development architectural review; and, 4) Fees. While development architectural review doesn't provide funding directly, it can contribute to the provision of certain downtown amenities required for new or renovated buildings.

P/10 General Obligation Bonds

Tax-supported bonds used to finance governmental capital improvements such as public buildings, roads, infrastructure improvements, community centers, etc. This form of debt requires a public vote for approval. Contact local banking industry.



P/11 Private Donations

Private donations for downtown revitalization are generally available from foundations, institutions and corporations that have a major interest in the area. In the case of Old Town Lompoc, there are several such entities, including Santa Barbara Foundation and other private foundations.

Secondary Funding Resources*S/1 Utility Under-grounding Funds*

Utility companies are required to budget funds each year for under-grounding. These budgets are approved by the Public Utilities Commission and assigned to specific projects in each area based on priorities developed by local government. Contact the Lompoc City Electric Division for more information.

S/2 Adopt-a-Light Program

As a unique method for paying for street lighting fixtures, a small projected plaque sign could be affixed to the light pole with the name or logo of the local merchant/business/ person/entity who purchased the fixtures. This program can also be applied to light poles/fixtures, benches, trees, banners, and public art projects.

S/3 Urban Development Through Tourism

The Economic Development Administration (EDA) provides strategy grants to perform regional and local studies for assessing the feasibility of tourism activities. EDA has also provided public works grants for local public infrastructure necessary to accommodate tourism activity.

S/4 Public Works and Development Facilities

The EDA provides grants for funding of public works and development facilities that contribute to the creation or retention of private sector jobs. Eligible activities include water and sewer systems, access roads to industrial areas, port facilities, railroad siding/spurs, public tourism facilities, vocational schools, and site

improvements for industrial parks.

S/5 Urban Forestry Grant Program

This program provides grants up to \$30,000 for local governments to purchase trees which are environmentally tolerant and high quality. Trees must be on public property, and projects must be completed within 18 months of project award. The City can apply and receive awards for up to four years in a row. This program is administered by the California Department of Forestry and Fire Protection, Urban Forestry Program.

S/6 Environmental Enhancement and Mitigation Program (EEMP) Grants (Prop 111)

Three categories of projects are eligible, among them "highway landscaping and urban forestry." Projects must be designed to mitigate the environmental impacts of modified or new public transportation facilities, but do not have to be within the road right-of-way. A \$500,000 maximum grant amount is available to local, state and federal government agencies and 101(C)(3) nonprofit entities. The program is overseen by the EEMP Coordinator, State of California Resources Agency. The City can pursue this for the purchase, installation, and maintenance of street trees.

S/7 California ReLeaf/ California Department of Forestry and Fire Protection

Up to \$5,000 is available to projects that plant large-crowning, environmentally tolerant trees on public property to provide shade and other benefits. The grants can be awarded to citizen groups and city affiliated volunteer entities.

S/8 U.S. Economic Development Administration (EDA)

Programs provide monetary, research, and management assistance to local communities that demonstrate a convincing need. Most assistance is through cooperative agreements under EDA's technical assistance program. To assist State and local areas develop and/or implement strategies designed to address adjustment problems resulting from sudden and severe economic dislocation such as plant closings, military base closures, and defense contract cutbacks, and natural disasters (SSED), or from long-term economic deterioration



in the area's economy (LTED).

S/9 Economic Development Administration (EDA) Public Works and Development Facilities Program

Grants are provided to help distressed communities attract new industry, encourage business expansion, diversify local economies, and generate long-term, private sector jobs. Priority is given to projects that: improve opportunities for the successful establishment or expansion of industrial or commercial facilities; assist in creating or retaining private sector jobs in the near term, as well as providing additional long-term employment opportunities, provided the jobs are not transferred from other labor market areas; etc. Frequently combined with other funding sources (CDBG). Matching funds of varying proportions are required. For more information, contact: Economic Development Districts or Economic Development Administration.

S/10 EDA Technical Assistance Program

Provides technical assistance to local communities to assist in solving specific economic development problems, respond to developmental opportunities, build and expand local organizational capacity in distressed areas, and stimulate job and business growth in areas of high unemployment. Benefit areas of severe economic distress. Lead to near-term generation or retention of private sector jobs; be consistent with an EDA-approved Overall Economic Development Program; contact source. For more information, contact: Economic Development Administration.

S/11 EDA Economic Adjustment Program

Helps state and local areas design and implement strategies for facilitating adjustment to changes in their economic situation that are causing or threaten to cause serious structural damage to the underlying economic base. Such changes may occur suddenly ("Sudden and Severe Economic Dislocation") or over time ("Long-Term Economic Deterioration") and result from industrial or corporate restructuring, new Federal laws or requirements, reductions in defense expenditures, depletion of natural resources or natural disasters. Applicant may be a state, a city, or other political subdivision, an Indian Tribe, a designated Redevelopment Area, a

community development corporation, or nonprofit organization determined by EDA to be representative of a Redevelopment Area. The area to be assisted must either 1) have experienced, or anticipate, a change in the economic situation resulting in the loss of a significant number of permanent jobs relative to the area's employed labor force, and/or other severe economic impacts, or 2) manifest at least one of three symptoms of economic deterioration: very high unemployment, low per capita income, or failure to keep pace with national economic growth trends over the last five years. For more information, contact: Economic Development Administration.

S/12 EDA Program for Economic Development Districts, Indian Tribes and Redevelopment Areas

Grants support the formulation and implementation of economic development programs designed to create or retain full-time permanent jobs and income for the unemployed and underemployed in areas of economic distress. Average grant in 1997 was \$55,000 (\$44,000 for Indian Program). Eligible applicants are Economic Development Districts, Redevelopment Areas, Indian Tribes, organizations representing Redevelopment Areas or multiple Indian Tribes. For more information, contact: Economic Development Administration.

S/13 Transportation Efficiency Act for the 21st Century (H.R. 2400)

TEA-21 gives local governments unprecedented flexibility in developing a mix of highway corridor enhancements, with funds for such projects as public transit, bikeways, highway enhancements, recreation, historic preservation, scenic byways, and other alternatives to address transportation and community needs. Contact source for funding amounts. States and localities are permitted to use federal dollars (provided primarily from the gas tax) more flexibly to meet their transportation needs. More comprehensive planning, taking into account such factors as desired land use patterns and environmental effects, is required as a prerequisite to federal funding. For more information, contact: U.S. Dept. of Transportation - Federal Highway Administration.



S/14 Preservation Tax Incentives for Historic Buildings

A part of the Tax Reform Act of 1986, this act establishes: 1) a 20 percent tax credit for the substantial rehabilitation of historic buildings for commercial, industrial, and rental residential purposes, and a 10 percent tax credit for the substantial rehabilitation for nonresidential purposes of buildings built before 1936. 2) a straight-line depreciation period of 27.5 years for residential property and 31.5 years for nonresidential property for the depreciable basis of the rehabilitated building reduced by the amount of the tax credit claims. Variable amounts of incentives. The 10 percent tax credit is not available for rehabilitation of certified historic structures, and owners who have properties within registered historic districts and who wish to elect this credit must obtain certification that their buildings are not historic. For more information, contact: U.S. Department of the Interior, National Park Service and National Conference of State Historic Preservation Offices.

S/15 SBA Microloan Program

SBA has made funds available to nonprofit organizations for the purpose of lending to small businesses. Money borrowed under this program can be used for the purchase of machinery and equipment, furniture and fixtures, inventory, supplies, and working capital. Funds may not be used to pay existing debts. Under this program, loans range from less than \$100 to a maximum of \$25,000, averaging about \$10,000. The interest rate on these loans cannot be higher than 4 percent over the New York prime rate. Virtually all types of businesses are eligible for a microloan. To be eligible, your business must be operated for profit and fall within size standards set by the SBA. A microloan must be paid on the shortest term possible — no longer than six years — depending on the earnings of the business. The organization must at least take as collateral any assets that are bought with the microloan. For more information, contact: U.S. Small Business Administration.

S/16 "Information Superhighway" Grants to Nonprofits and State and Local Governments

The National Telecommunications and Information Administration (NTIA), Department of Commerce serves as the President's principal advisor on telecommunications and information policy. Through its

Office of Telecommunications and Information Applications, NTIA administers four Federal assistance programs, including the Telecommunications and Information Infrastructure Assistance Program (TIIAP), to support the development of educational economic and cultural telecommunication services to the public. The TIIAP was created by the Congress in 1993 to promote the widespread use of telecommunications and information technologies in the public and nonprofit sectors. Funds must be matched by contributions generated by the applicant. For more information, contact: Department of Commerce, NTIA/TIIAP; 14th and Constitution Avenue, NW; Washington, D.C. 20230, Telephone (202) 482-2048.

S/17 Community Reinvestment Fund (CRF)

A nonprofit organization that purchases development loans from community-based development organizations and government agencies. This secondary market function makes it possible for local communities and nonprofit organizations to raise money for new projects by selling their existing loans. CRF purchases a variety of loan types. In addition, CRF also offers contract portfolio management, portfolio review, training, and capacity building. For more information, contact: CRF, 2400 Foshay Tower, 821 Marquette Avenue, Minneapolis, MN 55402, Telephone (612) 338-3050.

S/18 SCORE (The Service Corps of Retired Executives)

SCORE, sponsored by SBA, comprises 13,000-person volunteer program with over 750 locations nationwide. They provide technical assistance to small business owners, managers, and potential owners to solve operating problems through free one-on-one counseling and a wide variety of free or low-cost workshops. For more information, contact: Telephone (800) 634-0245, or (202) 205-6762.

S/19 Bonds

Nonprofit, 501 (c)(3) organizations may now borrow for land purchases, acquisition and/or improvement of facilities, design and financing of same. Museums, performing arts, theaters, social services (e.g., teen centers), historical societies and others are included.



S/20 Revenue Bonds

Debt undertaken wherein payback is tied to specific revenue streams. This form of debt does not require a public vote. Common uses include industrial development, housing and social services. Requires local government support. For more information, contact: Private banking industry.

S/21 SBA 504 Program Loans

The fund is fixed asset financing for land and building purchases, new construction, long-term leasehold improvements and equipment purchases. Must be a for-profit business and unable to obtain comparable funding for the project from private sources. Maximum SBA share \$750,000 or 40 percent of project cost. The term of the loan is up to 20 years at a fixed, below-market interest rate. The borrower's capital injection requirement is 10 percent of the project total. Working capital, debt refinancing and real estate speculation are not allowed under this program. Must create/retain approximately one job for each \$35,000 of SBA financing. Net worth of less than \$6,000,000 and net earnings of less than \$2,000,000 (after taxes) on average of last 2 years. For more information, contact: Banks.

S/22 SBA Guaranteed Loans (7a Program)

To provide assistance to small businesses in obtaining financing for up to 90 percent of a loan made by a commercial lending institution. Projects might include: land and/or building purchases; new building construction and/or building renovation; machinery and equipment purchases; leasehold improvements; acquisition of inventory; financing of working capital; or reduction of trade debt. This program allows real estate loans of up to 25 years and working capital loans of up to 7 years. The rate for SBA 7(a) Guaranteed Loans may not exceed the prime rate by more than 2.75 percent. Loans may be either fixed or variable rate. For-profit businesses meeting the following size limitations: 1) Retail and service: Sales do not exceed \$3.5 million; 2) Wholesale: Employees do not exceed 100 people; 3) Manufacturing: Employees do not exceed 500 people; and 4) Construction: Sales average of less than \$17.0 million for past 3 years. For more information, contact: Banks.

S/23 Inner City Ventures Fund (ICVF)

The Inner-City Ventures Fund operates as a Community Development Financial Institution (CDFI) supporting community development projects that result in preserving historic properties to benefit low-, moderate-, or mixed-income neighborhoods or to directly benefit low-and moderate-income households. ICVF awards may not be used for administrative costs. ICVF awards consist of a grant and a low-interest loan in equal amounts; the maximum term for and ICVF



loan is five years. Each ICFV award package ranges from \$40,000 to \$100,000. At no time can ICFV funds be the only money invested in a project. ICFV funds are intended to provide up to one-sixth of the rehabilitation funds needed to finance a project; therefore, ICFV awards have matching and leveraging requirements. Every ICFV dollar awarded must be matched with 50 cents in cash or equity and \$5 in other loans or grants for the project. This translates into a minimum project budget of \$240,000 to qualify for the smallest ICFV award. For more information, contact: National Trust for Historic Preservation, Telephone (208) 334-3861.

S/24 American Communities

The information center of HUD's Office of Community Planning and Development, American Communities serves State and local agencies, nonprofit organizations, public interest and intermediary groups, and others interested in housing and community development. For more information, contact: American Communities, P.O. Box 7189, Gaithersburg, MD 20898-7189, Telephone (800) 998-9999.

S/25 Environmental and Mitigation Fund

The California State Department of Transportation (CALTRANS) has established this state fund for beautification improvements to roadsides to mitigate the effects of transportation projects. Typical grants range from \$200,000 to \$250,000; up to 25% local matching is usually required. For more information, contact: CALTRANS.

S/26 State Transportation Improvement Program (STIP) and Federal Regional Surface Transportation Program (RSTP)

State transportation revenues are also provided through the project-specific allocations in the seven-year STIP and the RSTP. While it is difficult to predict the amount of funding available from these two sources, as well as their applicability to Old Town Lompoc, they could serve as notable funding options.

S/27 National Preservation Loan Fund

A flexible financing program to promote the revitalization of commercial and industrial centers, the conservation of neighborhoods

and rural communities, and the preservation of archaeological and maritime resources. Through the National Preservation Loan Fund, the National Trust provides financial and technical assistance to help preserve historic resources as well as strengthen the real estate development capabilities of recipient organizations. For more information contact: National Trust for Historic Preservation, 1-800-944-6847

S/28 The National Trust for Historic Preservation

Provides grants for projects that contribute to the preservation or recapture of an authentic sense of place. Grants range from \$2,500 to \$25,000.

Contact 1-800-944-6847

www.nthp.org/main/frontline/departments/financial.htm.

S/29 Critical Issues Fund

The CIF was created to help local communities resolve major disputes involving historic preservation and urban development. CIF model project and research grants are intended to support studies or other activities that address widespread, pressing preservation problems. Competitive model projects range from \$5,000 to \$25,000 and must be matched on a 1 to 1 basis. For more information contact: The National Trust for Historic Preservation, Nevada State Office. Alice Baldrice at 775-687-6361 or Ron James at 775-687-6360.

S/30 BRICK Award for Community Leadership

Founded in 1993, "Do Something" is a national nonprofit organization sponsoring several programs to encourage young people to serve as community leaders to effect positive change. "Do Something's" BRICK Award is available to all individuals under the age of 30 who wish to improve their community "brick by brick". For more information, contact www.dosomething.com.

S/31 Broadhurst Foundation Centers

The Broadhurst Foundation supports the arts and humanities, community development, and medical research. In addition to program support, funds are awarded for building programs and necessary equipment in these areas. For more information contact:



Broadhurst Foundation at 918-584-0661.

D. Implementation Matrix

This section presents a matrix with the key projects and programs necessary to implement the Old Town Lompoc Specific Plan and provides a priority level for each (1=most important), implementation leaders and team members, and potential funding sources.

The following key defines the abbreviations listed in the "Leaders and Teams" section of the implementation matrix. On the matrix leaders are identified with black boxes and team members with gray boxes.

City:	City of Lompoc - Planning, Public Works, Boards & Commissions, etc.
Chamber :	Lompoc Chamber of Commerce & Visitors Bureau/Businesses/Merchants
PO:	Property Owners
Civic:	Civic Organizations/Lompoc Mural Society
Manager :	Future Old Town Manager
Other:	Other Applicable Leaders as noted within Matrix, such as Local Banks.

Actions	Priority	Implementation Leaders						Potential Funding Sources*
		City	Chamber	PO	Civic	Manager	Other	
IMPLEMENT ZONING, DEVELOPMENT STANDARDS & DESIGN GUIDELINES		see Section D for descriptions						
Adopt Old Town Lompoc Specific Plan	1							na
DEVELOP/REDEVELOP KEY SITES & BUILDINGS								
Vacant Lot at Ocean Avenue & "H" Street	1							P/1, P/2, P/3, P/4, P/5, P/7, P/8
Public Parking Lot along Ocean Avenue	1							P/1, P/2, P/3, P/4, P/5, P/6, P/7, P/8, S/18, S/20
Lompoc Theater	3							P/1, P/2, P/3, P/4, P/5, P/6, P/7, P/8, P/11, S/15, S/31
Rudolph Building	2							P/1, P/2, P/3, P/4, P/5, P/7, P/8, P/11, S/15, S/24, S/28, S/29, S/30
Oddfellows Building	2							P/1, P/2, P/3, P/4, P/5, P/7, P/8, P/11, S/15, S/24, S/28, S/29, S/30
First American Title Building	1							P/1, P/2, P/3, P/4, P/5, P/7, P/8, P/11, S/15, S/16, S/18, S/24, S/28, S/29, S/30
Infill Opportunities	3							P/1, P/2, P/3, P/4, P/5, P/7, P/8, P/11, S/15, S/18, S/20
Building Facades	2							P/1, P/2, P/3, P/4, P/5, P/7, P/8, P/11, S/15, S/18, S/20, S/24, S/28, S/29, S/30
CONSTRUCT/INSTALL KEY URBAN DESIGN FEATURES								
Street Spanning Arches	1							P/1, P/2, P/3, P/4, P/5, P/7, P/8, P/11
Streetscape - South "H" Demonstration Block	1							P/1, P/2, P/3, P/4, P/5, P/6, P/7, P/8, P/11, S/2, S/5
Streetscape - Remaining Old Town Streets	3							P/1, P/2, P/4, P/6, P/11, S/2, S/5
Wayfinding System	2							P/3, P/4
Major Public Plaza	2							P/8, P/9
Underground Utilities	2						utility	S/1
IMPROVE KEY CIRCULATION ELEMENTS								
Diagonal Parking - "H" Street	2							P/2, P/4, P/5, P/6, P/7
Reconfigure Parking Lots & Add Structured Parking	3							P/2, P/4, P/5, P/6, P/7, S/21
Traffic Calming	2							P/2, P/4, P/5, P/6, P/7
Rear Entrances and Alleys	3							P/2, P/4, P/5, P/6, P/7
Reroute Truck Traffic	3							P/6, P/7, S/4, S/6, S/10, S/14, S/27
INITIATE STRATEGIC PROGRAMS		see Section D for descriptions						
Old Town Logo	1							P/4, P/11, S/31
1% Hotel/Motel Tax Increase	2							P/3, P/4
Sign Removal Program	2							P/3, P/4, P/5, P/6, P/7
Shop Old Town Program	1							P/1, P/2, P/3, P/4, P/5, P/6, P/7
Hire Old Town Manager	2							P/1, P/2, P/3, P/4, P/5, P/6, P/7
Business Improvement & Development Guide	1							P/4
Center of Entertainment and Events	3							P/4, S/31
Increase Flowers and Landscaping	2							P/11
Continue and Expand Public Art Program	2							P/7, P/8
Develop Loan Programs	1						banks	S/9, S/11, S/13, S/16
Historic Preservation Assistance	1							S/15, S/28, S/29

* These are for reference only. Other funding sources in Section D may apply.

Chapter 7 - Glossary of Terms

Chapter 7

Glossary of Terms

Definitions

The following terms are used within this manual.

Aesthetics - The science and philosophy of beauty. If something is aesthetic, it is of beauty or artistic.

Alignment (Architectural) - The visual alignment and placement of architectural elements such as windows, cornice elements, soffits, awnings, etc. or structures in order to promote continuity along a block.

Alley - A public or private way permanently reserved for vehicular access to the rear or side of properties.

Arcade - An arched roof or covered passageway.

Articulation - The degree or manner in which a building wall or roofline is made up of distinct parts or elements. A highly articulated wall will appear to be composed of a number of different planes, usually made distinct by their change in direction (projections and recesses) and/or changes in materials, colors or textures.

Awning - A fixed cover, typically comprised of cloth over a metal frame that is placed over windows or building openings as protection from the sun and rain.

Bay (Structural) - A regularly repeated spatial element in a building defined by beams or ribs and their supports.

Building - Any structure having a roof supported by columns or walls for the housing or enclosure of persons, animals, chattels, or property of any kind.

Bulkhead - The space located between the pavement/sidewalk and the bottom of a traditional storefront.

Canopy - A projection over a niche or doorway; often decorative or decorated.

Column - A vertical support, usually cylindrical, consisting of a base, shaft and capital, either monolithic or built-up of drums the full diameter of the shaft.

Cornice - The horizontal projection at the top of a wall; the top course or molding of a wall when it serves as a crowning member.

Corridor - Provides the principal, occasional or potential means of vehicle and pedestrian movement in the community, interconnecting land uses area of activity.

Density - The average number of housing units per unit of land; usually density is expressed "per acre".

Double Hung Window - A window with an upper and low sash arranged so that each slides vertically past the other.

Facade - The exterior face of a building, which is the architectural front, sometimes distinguished from other faces by elaboration of architectural or ornamental details.

Fenestration - The arrangement and design of windows in a building.

Flat roof - A roof having only enough slope for drainage.

Focal Point - A building, object or natural element in a streetscene that stands out and serves as a point of focus, catching and holding the viewer's attention.

Hip Roof - A roof with four uniformly pitched sides.

Infill - Improvements within an existing developed area.

Intensity - the degree to which land is used. Intensity is typically used to refer to the levels concentration or activity of land uses.

Landscaping - An area devoted to or developed and maintained with native or exotic planting, lawn, ground cover, gardens, trees,

shrubs, and other plant materials, decorative outdoor landscape elements, pools, fountains, water feature, paved or decorated surfaces of rock, stone, brick, block, or similar material (excluding driveways, parking, loading, or storage areas), and sculpture elements. Plants on rooftops, porches or in boxes attached to buildings are not considered landscaping.

Lot - Any number of lettered parcel shown on the a recorded final map, record of survey pursuant to an approved division of land, or a parcel map and abuts a street, alley or recorded access easement.

Mansard roof - A roof with two slopes on each side, the lower slope being much steeper; frequently used to add an upper story.

Masonry - Wall construction of such material as stone, brick and adobe.

Mass - Mass describes three-dimensional forms, the simplest of which are cubes, boxes (or "rectangular solids"), cylinders, pyramids and cones. Buildings are rarely one of these simple forms, but generally are composites of varying types of assets. This composition is generally described as the "massing" of forms in a building. During the design process, massing is one of many aspects of form considered by an architect or designer and can be the result of both exterior and interior designing concepts. Exterior massing can identify an entry, denote a stairway or simply create a desirable form. Interior spaces (or lack of mass) can be designed to create an intimate space or perhaps a monumental entry. Interior spaces create and affect exterior mass, and exterior mass can affect the interior space. Mass and massing are inevitably affected by their opposite, open space. The lack of mass, or creation of perceived open space, can significantly affect the character of a building. Architects often call attention to a lack of mass, by defining the open space with low walls or railings. Landscape architects also use massing in design such as in grouping of plants with different sizes and shapes. These areas are intended to be perceived as a whole rather than as individual trees or shrubs. Plant masses can be used to fill a space, define the boundary of an open area, or extend the perceived form of an architectural element.

Monolithic - A single large flat surface (facade) without relief. A massive unyielding structure.

Off-Street Parking Facilities - A site or portion of a site devoted to the off-street parking of motor vehicles, including parking spaces, aisles, access drives, and landscaped areas.

Parapet - A low wall generally running around the outside of a flat roof.

Pattern - The use of construction materials to add texture, character, scale, and balance to a building.

Pier - A stout column or pillar.

Pilaster - A column attached to a wall or pier.

Pitch - The slope of a roof expressed in terms of ratio of height to span.

Portal - The principal entry to an area or structure.

Project - Any proposal for new or changed use, or for new construction, alteration, or enlargement of any structure, that is subject to the provisions of this manual.

Proportion - The ratio between building elements. Proportion can describe height to height ratios, width to width ratios, width to height ratios, as well as ratios of massing. Landscaping can be used to establish a consistent rhythm along a streetscape, which will disguise the lack of proportion in building size and placement.

Public Art - Any sculpture, fountain, monument, mural, or other form of art located in a public space or private space open to public view.

Public Property - Property dedicated through acquisition or easement for public use, which includes but is not limited to streets, alleys, parks, and public rights of ways, landscaped areas, and sidewalks.

Recess - A hollow place, as in a wall.

Rehabilitation/Renovation - The modification of or changes to an existing building in order to extend its useful life or utility through repairs or alterations, while preserving the features of the building that contribute to its architectural, cultural, or historical character.

Remodeling - The upgrade of the interior or exterior faces of a building or structure without altering to any degree the structural integrity.

Reveal - The vertical side section of a doorway or window frame.

Rhythm (Horizontal, Vertical) - The regular or harmonious recurrence of lines, shapes, forms, elements or colors, usually within a proportional system.

Sash - The framework into which windowpanes are set.

Scale (Human) -The relationship of a building, or portions of a building, to a human being. The spectrum of relationships to human scale ranges from intimate to monumental. Intimate usually refers to small spaces or detail which is very much in keeping with the human scale, usually areas around eight to ten feet in size. These spaces feel intimate because of the relationship of a human being to the space. The distance of eight to ten feet is about the limit of sensory perception of communication between people including voice inclination and facial expression. This distance is also about the limit of an up-stretched arm reach for human beings, which is another measure of human scale. The components of a building with an intimate scale are often small and include details, which break those components into smaller units.

Conversely, monumental scale is used to present a feeling of grandeur, security, timelessness or spiritual well being. Building types, which commonly use the monumental scale to express these feelings, are banks, churches and civic buildings. The components of this scale also reflect this grandness, with oversized double door entries, 18-foot glass storefronts or two-story columns.

Landscape or hardscape elements can bring human scale to a large building by introducing features such as a tree canopy, leaf textures and fragrance. Plants can complement the scale of the architecture, as when large trees are used next to tall buildings, or small trees to accent a building component such as an entry.

Screening - A method of visually shielding or obscuring a structure, or portion of, by a fence, wall, berm, or similar structure.

Setback - A line across the front, side, rear of any property or public property which delineates an area adjoining a property line in which

erection of a building, fence, or other structure is prohibited except as otherwise provided in the zoning ordinance.

Sidewalk adjacent - Storefront or building immediately abuts sidewalk edge. No space exists between building and sidewalk.

Siding - The finish covering on the exterior of a frame building (with the exception of masonry). The term cladding is often used to describe any exterior wall covering, including masonry.

Sign - An object, device display or structure, or part thereof, situated outdoors or indoors, which is used to identify, display, or direct or attract attention to an object, person, institution, organization, business, product, service, event, or location by any means, including words, letters, figures, design symbols, fixtures, colors, illumination, or projected image.

Sill - The framing member that forms the lower side of an opening, such as a doorsill. A windowsill forms the lower, usually projecting, lip on the outside face of a window.

Site - A lot, or group of contiguous lots not divided by an alley, street, other right-of-way, or city limit, that is proposed for development in accord with the provisions of this manual, and is in a single ownership or has multiple owners, all of whom join in an application for development.

Slipcover- Any non-traditional covering of a buildings' historical facade.

Storefront - The first floor area of a retail facade, emphasized by the display window or windows.

Story - The portion of a building included between the surface of any floor and the surface of the floor or finished undersurface of the roof directly above it.

Street frontage - The total linear dimension of all property lines which coincide with the edge of an adjoining street right-of-way.

Street wall - The edges created by buildings and landscaping that enclose the street and create space.

Stucco - An exterior finish, usually textured, composed of Portland cement, lime and sand, which are mixed with water.

Structure - Anything constructed or erected that requires a location on the ground, excluding swimming pools, patios, walks, access drive, or similar paved areas.

Surface materials - Can be used to create texture for a building - from roughness of stone or a ribbed metal screen to the smoothness of marble or glass. Some materials, such as wood, may be either rough (e.g. wood shingles or re-sawn lumber) or smooth (e.g. clapboard siding).

Transom - The horizontal division or crossbar in a window. A window opening above a door.

Texture - Texture refers to variations in the exterior facade and may be described in terms of roughness of the surface material, the patterns inherent in the material or the patterns in which the material is placed. Texture and lack of texture influence the mass, scale and rhythm of a building. Texture can add intimate scale to large buildings by the use of small detailed patterns (e.g. brick masonry patterns).

Trellis - A lattice on which vines are often trained.

Trim - The decorative finish around a door or window; the architrave or decorative casing used around a door or window frame.

Window - An exterior opening in a habitable room meeting the area requirements of the Uniform Building Code.

Yard - An open space on the same site as a structure, unoccupied and unobstructed by structures from the ground upward except as otherwise provided in the zoning ordinance, including a front yard, side yard, or rear yard.

Appendix A

Removal of Nonconforming Signs: Sample Incentive Program

Following is a sample program to remove nonconforming signs in Old Town Lompoc. The City or Chamber may use this as a base or guide for developing a program specifically geared toward Old Town using its available resources.

a. Purpose

In order to enhance the image and develop a unified theme for Old Town, it is desirable to encourage the removal of nonconforming signs at a rapid pace in the Old Town. Therefore, in order to encourage the removal of nonconforming signs, the City may offer owners of nonconforming signs the following incentives to hasten their removal.

b. Requirements

- (1) In order to qualify for the nonconforming sign removal incentive, a sign proposed to be removed must meet the following requirements:
 - i. The sign must have been a legal conforming sign at the time of its placement. (In other words, the sign cannot be illegal).
 - ii. The sign shall not be an abandoned sign at the time of application.
 - iii. The owner of the sign must have previously applied for and received a sign permit to allow the continuance of a nonconforming sign unless this removal incentive is applied for within one hundred and eighty (180) days of the effective date of this Specific Plan.

c. Incentive Program

Owners of nonconforming signs may at their discretion choose to participate in the following sign removal incentive program. The City will select a number of applicants each year to participate in the program based on the priority list of signs provided above and the availability of funds.

The nonconforming sign removal incentive program is a four (4) year program commencing on the effective date of this Specific Plan. The program is designed to encourage the rapid removal of the least desirable types of signs by providing larger incentives in the early years and tapering off to no incentives in the fifth year.

The incentives which may be provided are as follows:

Year one

- ❖ Free removal of nonconforming sign.
- ❖ Payment of an incentive bonus of \$1,000 for pole signs, \$500 for all others.
- ❖ Free design service to provide conforming, attractive sign sketches.*

Year two

- ❖ Free removal of nonconforming sign.
- ❖ Free design service to provide conforming, attractive sign sketches*

Years three and four

- ❖ Free removal of nonconforming sign.

**Those participants availing themselves of the free design service must agree to utilize one of the alternative sketches provided and to erect a new sign within three (3) months of receiving the sketch designs. If said new sign is not erected, the participant will be required to reimburse the City for the cost of the sign design service.*

Appendix B

INITIAL DOWNTOWN LOMPOC TRAFFIC REVIEW

MEMORANDUM

To: Mark Brodeur JN 10-100612
From: Bob Matson
Date: August 10, 2000
Subject: Initial Downtown Lompoc Traffic Review

EXISTING CONDITIONS

Typical Sections - Ocean Avenue

There are three typical sections along Ocean Avenue through the City of Lompoc between the intersections of Ocean Avenue/C Street and Ocean Avenue/M Street. The first typical section is four lanes in each direction with a striped median. On street parking is not permitted. The first section extends from C Street to F Street. All intersections in section 1 are unsignalized with stop control on the minor approach (streets crossing Ocean Avenue).

West of F Street, the striped median is converted to a raised median, and left turn pockets are provided at all intersections. Section 2, therefore, is four lanes with a raised median. Parallel on-street parking is permitted along the majority of the corridor, where curbs are not painted red. Section 2 extends from F Street to J Street. The intersections of Ocean Avenue/C Street, Ocean Avenue/H Street and Ocean Avenue/I Street are signalized intersections. The remaining intersections in this section are stop controlled on the minor approach.

West of J Street, the raised median is converted back to a striped median, which extends through the end of the corridor at Ocean Avenue/M Street. This

section, Section 3, therefore is four-lanes with a striped median. Parallel on-street parking is permitted along the majority of the corridor. All intersections along Section 3 are stop controlled on the minor approach.

Corridor Intersections

The study corridor along Ocean Avenue includes 11 intersections, of which three are signalized; the remaining 8 intersections are stop controlled on the minor approach (streets crossing Ocean Avenue). The following is a brief description of the lane configuration at each of the intersections along Ocean Avenue.

Ocean Avenue/C Street

On the eastbound and westbound approach, Ocean Avenue is four lanes. At the intersection, one through lane and a shared through/right turn lane is provided. The center median is striped as a two-way left turn lane, which is typically utilized at the intersection as a dedicated left turn lane. Along C Street, one lane is provided in each direction. On street parking is permitted on both north and south C Street. Along North C Street, only parallel parking is permitted. A combination of parallel and diagonal parking is provided on South C Street. On street parking is not permitted approaching the intersection, however the additional capacity is used by vehicles as a dedicated right turn lane. Ocean Avenue/C Street is an unsignalized intersection with stop signs on north and south legs of the intersection.

Ocean Avenue/D Street

Ocean Avenue/D Street is an unsignalized intersection with stop control on the northbound and southbound approach. Along Ocean Avenue on the eastbound and westbound approach, two lanes are provided in each direction. At the intersection, one through lane and a through/right turn lane are provided. Similar to Ocean Avenue/C Street, the center median is striped as a two-way left turn lane, and is typically utilized at the intersection as a dedicated left turn lane. Along North D Street, one lane is provided in each direction and parallel on street parking is permitted. At the intersection, the roadway is widened enough to accommodate only one shared left/through/right turn lane. South D Street is the entrance to the Civic Center. A raised median is provided along with a dedicated left turn lane and a shared through/right turn lane.

Ocean Avenue/E Street

Two lanes are provided on the eastbound and westbound approach along Ocean Avenue at the intersection of Ocean Avenue/E Street. At the

intersection one through lane and a shared through right turn lane is provided on each approach. The striped two-way left turn lane is typically utilized at the intersection as a dedicated left turn lane. Northbound and southbound E Street is a two lane roadway and on-street parking is permitted. Approaching the intersection, the parking lane is commonly utilized as a dedicated right turn lane. Therefore on the northbound and southbound approach to Ocean Avenue a shared through/left turn lane and a dedicated right turn lane are provided.

Ocean Avenue/F Street

Ocean Avenue continues as a four-lane arterial on the eastbound and westbound approach at F Street. On the westbound approach, one through lane and a shared through/right turn lane are provided. Again, the striped two-way left turn lane is commonly utilized as a dedicated left turn lane at the intersection. On the eastbound approach, a dedicated left turn lane, and two through lanes are provided. Parallel on street parking is permitted on the eastbound approach which can be utilized as a dedicated right turn lane approaching the intersection. Ocean Avenue/F Street is a stop controlled intersection on the north and south legs of the intersection. On street parking is permitted on both north and south F Street. Approaching the intersection, one shared through/left turn lane is provided and the parking lane is typically utilized as a dedicated right turn lane.

Ocean Avenue/G Street

The signalized intersection of Ocean Avenue is a six phase intersection, with protected left turn phases along Ocean Avenue only. On both the eastbound and westbound approach, a dedicated left turn lane is provided along with two through lanes. As on-street parking is permitted along Ocean Avenue, the parking lane is typically utilized as a dedicated right turn lane. Southbound on G Street, one lane is provided in each direction. Approaching the intersection, a shared through/left turn lane and a dedicated right turn lane is provided. On the northbound approach, a combination of parallel and diagonal parking is permitted. Approaching the intersection, a shared through/left turn lane is provided and the parking lane is typically used as a dedicated right turn lane.

Ocean Avenue/H Street

The signalized intersection of Ocean Avenue/H Street is an eight phase intersection with protected left turn phases on all approaches. On the southbound approach along H Street, a dedicated left turn lane, a shared left/through lane and a dedicated right turn lane are provided. On the northbound approach, a dedicated left turn lane and a through lane are

provided. Parallel on street parking is permitted on the northbound and southbound approach. On the northbound approach, the parking lane is used as a dedicated right turn lane approaching the intersection. Because of the lane configuration on the northbound approach, the intersection operates with split phase operations where all northbound movements are provided the green and then all southbound movements are provided the green. Northbound and southbound are not provided a green light simultaneously.

Along Ocean Avenue, two lanes are provided in each direction with a raised center median. On the westbound approach, a dedicated left turn lane and two through lanes are provided. On street parking is permitted. The parking lane is used as a dedicated right turn lane approaching the intersection on this approach. Eastbound, a dedicated left turn lane, two through lanes and a dedicated right turn lane are provided.

Ocean Avenue/J Street

On the westbound approach, Ocean Avenue is four lanes with a raised median. On the eastbound approach, the raised median is converted to striped median. A dedicated left turn lane and two through lanes are provided on both approaches. The on-street parking lane is utilized as a dedicated right turn lane both eastbound and westbound approaching the intersection. Northbound and southbound J Street, one lane and parallel on-street parking, which serves as a dedicated right turn lane at the intersection, is provided on each approach.

Ocean Avenue/K Street

The unsignalized intersection of Ocean Avenue/K Street is stop controlled on the northbound and southbound approach. Along Ocean Avenue, a dedicated left turn lane and two through lanes are provided on the westbound approach and two through lanes are provided on the eastbound approach. As parallel on-street parking is permitted both eastbound and westbound, the parking lane serves as a dedicated right turn lane at the intersection. On the eastbound approach, a striped dedicated left turn lane is not provided, however left turning vehicles use the two-way left turn lane is provided that serves as a refuge for left turning vehicles at the intersections.

Ocean Avenue/L Street

Eastbound and westbound along Ocean Avenue, two through lane are provided in each direction and on-street parking is permitted. At the unsignalized intersection of Ocean Avenue/L Street, left turning vehicles utilize the two-way left turn lane as a dedicated left turn lane. In addition, right turning vehicles utilize the parking lane as a dedicated right turn lane.

Northbound and southbound L Street is two lanes with parallel on-street parking. Each approach is stop controlled. One shared through/left turn lane is provided and the parking lane is used as a right turn lane at the intersection.

Ocean Avenue/M Street

The unsignalized intersection of Ocean Avenue/L Street is stop controlled along the minor approach and parallel on-street parking is permitted on all legs of the intersection. Along Ocean Avenue, two through lane are provided in each direction with striped center median. Left turning vehicles utilize the two-way left turn lane as a dedicated left turn lane at the intersection. Right turning vehicles utilize the parking lane as a dedicated right turn lane. Northbound and southbound M Street is two lanes with parallel on-street parking. On each approach, one shared through/left turn lane is provided and the parking lane is used as a right turn lane at the intersection.

City of Lompoc General Plan Circulation Element

According to the City of Lompoc General Plan Circulation Element, both Ocean Avenue and H Street (north of Ocean Avenue) the Old Town area are both classified as Major Arterials, intended to provide for the highest proportion of travel between and within the Lompoc Valley as medium/high speed two-lane or four-lane roadways with controlled access. Both these arterials are designated truck routes in the General Plan Circulation Element.

The City goal is for peak hour LOS operation is LOS C. According to the Old Town Specific Plan (Spring 1999), roadways within the Old Town area are currently operating LOS A, most intersections within the area are currently operating at LOS A, with the exception of the Ocean Avenue/H Street intersection, which is operating at LOS B (V/C ratio of 0.64).

California State Highway (Caltrans) Jurisdiction

Ocean Avenue as well as H Street north of Ocean Avenue are designated State Highways, under the jurisdiction of Caltrans. Ocean Avenue east of H Street and H Street north of Ocean Avenue are designated SR-1. Ocean Avenue west of H Street is designated SR-246.

Based on Caltrans 1999 traffic count census data, Ocean Avenue carries approximately 10,000 average daily trips to 14,000 average daily trips. H Street currently carries approximately 15,000 to 20,000 average daily trips.

FINDINGS

- Based on site visits, as well as review of available data, the Old Town area does not appear to experience either a traffic operations problem or parking problem. Most traffic in the area is focused on Ocean Avenue east of H Street and H Street north of Ocean Avenue. Both these roadway segments are four-lane divided (median) roadways, providing more than sufficient capacity to accommodate traffic volumes utilizing the roadways.
- The Old Town area roadway circulation system consists of a tradition grid pattern. Hence if Ocean Avenue and/or H Street become congested, traffic could divert onto parallel local/residential streets would is not desirable. Therefore, it is critical that sufficient capacity continue to be provided on Ocean Avenue and H Street to discourage traffic diversion to parallel roadways.
- Visually, Ocean Avenue in the Old Town area appears to “provide a lot of asphalt” with its continuous left turn lane, which precludes a raised median that could be landscaped to “break up the asphalt” cross-section. The segment of Ocean Avenue between F Street and J Street has a raised left turn back-to-back left turn raised median switchback with minimal landscaping, which provides very little “break up of the asphalt” cross-section of Ocean Avenue.

RECOMMENDATIONS

- Maintain four lanes of travel (two lanes in each direction) along Ocean Avenue and H Street north of Ocean Avenue to keep traffic flowing on these two arterials to discourage diversion/intrusion onto parallel local roadways.
- Investigate the possibility reducing some left turn storage in the Ocean Avenue center median to provide a wide (9 or 10 foot wide) landscaped raised median to “break up of the asphalt” cross-section of Ocean Avenue. This could be implemented along the entire segment

within the Old Town area, or along the segment between F Street and J Street to emphasize the central core of the Old Town area. This could be accomplished by reducing the existing left turn storage pockets. An alternative would eliminate the left turn pockets at every other intersection and extend a raised landscaped median between the back-to-back left turn pockets; for example, extend a raised median on Ocean Avenue through G Street and I Street, converting G Street and I Street to right turn in/right turn out only at Ocean Avenue. The elimination of left turn movements at G Street and I Street would be expected to result in an addition of U-turn movements along the corridor, while at the same time reduce perpendicular conflicting movements along the corridor.

- Count the intersection movements during the peak hours along the Ocean Avenue corridor to determine whether all the currently provided left turn median storage is necessary. A corresponding analysis would indicate if either some of the existing left turn pockets could be reduced or could be eliminated in an effort to provide a wide landscaped raised median along Ocean Avenue.

Appendix C

OLD TOWN SPECIFIC PLAN TRAFFIC IMPACT ANALYSIS

Prepared for
City of Lompoc

Prepared by



14725 ALTON PARKWAY, IRVINE, CALIFORNIA 92619-7057
CONTACT: DAWN WILSON 949.472.3505 dwilson@rbf.com

November 2000

JN 10-100612

TABLE OF CONTENTS

INTRODUCTION	4
STUDY SCENARIOS	6
LEVELS OF SERVICE METHODOLOGY	6
EXISTING CONDITIONS	8
Trip Generation	11
Trip Capture / Passer-By Trips	14
Trip Distribution	14
HORIZON YEAR ANALYSIS	15
Horizon Year 2010 No Project	15
Horizon Year 2010 With Project	20
Horizon Year 2020 No Project	22
Horizon Year 2020 With Project	22
CONCLUSIONS	25
Appendix A Existing Count Data	
Appendix B Existing Conditions - HCM Raw Worksheets	
Appendix C Horizon Year 2010 - HCM Raw Worksheets	
Appendix D Horizon Year 2020 - HCM Raw Worksheets	

LIST OF TABLES

Table 1	Level of Service Definitions	7
Table 2	Existing Conditions - P.M. Peak Hour LOS	8
Table 3	Summary of Specific Plan Land Use Changes	11
Table 4	P.M. Peak Hour Trip Generation Rate	11
Table 5	Forecast Project Generated Trips	14
Table 6	Horizon Year 2010 No Project Conditions - P.M. Peak Hour LOS	20
Table 7	Horizon Year 2010 With Project Conditions - P.M. Peak Hour LOS	20
Table 8	Horizon Year 2020 No Project Conditions - P.M. Peak Hour LOS	22
Table 9	Horizon Year 2020 With Project Conditions - P.M. Peak Hour LOS	25

LIST OF EXHIBITS

Exhibit 1	Specific Plan Study Area	5
Exhibit 2	Existing P.M. Peak Hour Intersection Volumes	9
Exhibit 3	Existing Intersection Geometry	10
Exhibit 4	Existing Building Footprints and Number of Stories	12
Exhibit 5	Specific Plan Building Footprints and Number of Stories	13
Exhibit 6	Trip Distribution Percentages	16
Exhibit 7	Distribution of Project Generated Trips - 50% Buildout	17
Exhibit 8	Distribution of Project Generated Trips - 100% Buildout	18
Exhibit 9	Horizon Year 2010 No Project Volumes	19
Exhibit 10	Horizon Year 2010 With Project Volumes	21
Exhibit 11	Horizon Year 2020 No Project Volumes	23
Exhibit 12	Horizon Year 2020 With Project Volumes	24

INTRODUCTION

The following traffic impact analysis report will evaluate the impacts of the proposed Lompoc Old Town Specific Plan, located approximately 54 miles north of the City of Santa Barbara adjacent to Vandenburg Air Force Base. The traffic analysis area in support of the Specific Plan, provided in Exhibit 1, is located along Ocean Avenue, between F Street and K Street and along H Street between Chestnut Avenue and Olive Avenue.

The Specific Plan is forecast to generate approximately 873 new trips daily, with 363 trips in the a.m. peak hour and 510 in the p.m. peak hour. Three intersections were evaluated to determine the impacts of the proposed Specific Plan on the downtown traffic circulation system, as shown in Exhibit 1:

- Ocean Avenue/G Street
- Ocean Avenue/H Street
- Ocean Avenue/I Street

Currently all of the signalized intersections are operating at LOS C or better in both the a.m. and p.m. peak hours.

Trips generated by the proposed Specific Plan were forecast using ITE trip generation rates and distributed on the roadway network based on existing traffic patterns, adjacent communities and access with the regional highway system. It is assumed in this analysis that no development associated with the Specific Plan occurs in the first five years. Beyond 2005, it is assumed that the Specific Plan will develop at a constant growth rate over the next 20 years. By the year 2010, it is assumed that the Specific Plan area will be approximately 50 percent builtout. By the year 2020, it is assumed the Specific Plan area is 100 percent builtout.

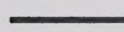
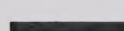
Based on the analysis, all of the study intersections are forecast to continue operating at LOS C or better for all future year study scenarios. The addition of project-generated trips did not result in a change in LOS at any of the study intersections. Since all of the study intersections are forecast to operate at an acceptable LOS C, no mitigation measures are recommended along Ocean Avenue to accommodate the forecast increase in trips related to the proposed Specific Plan.

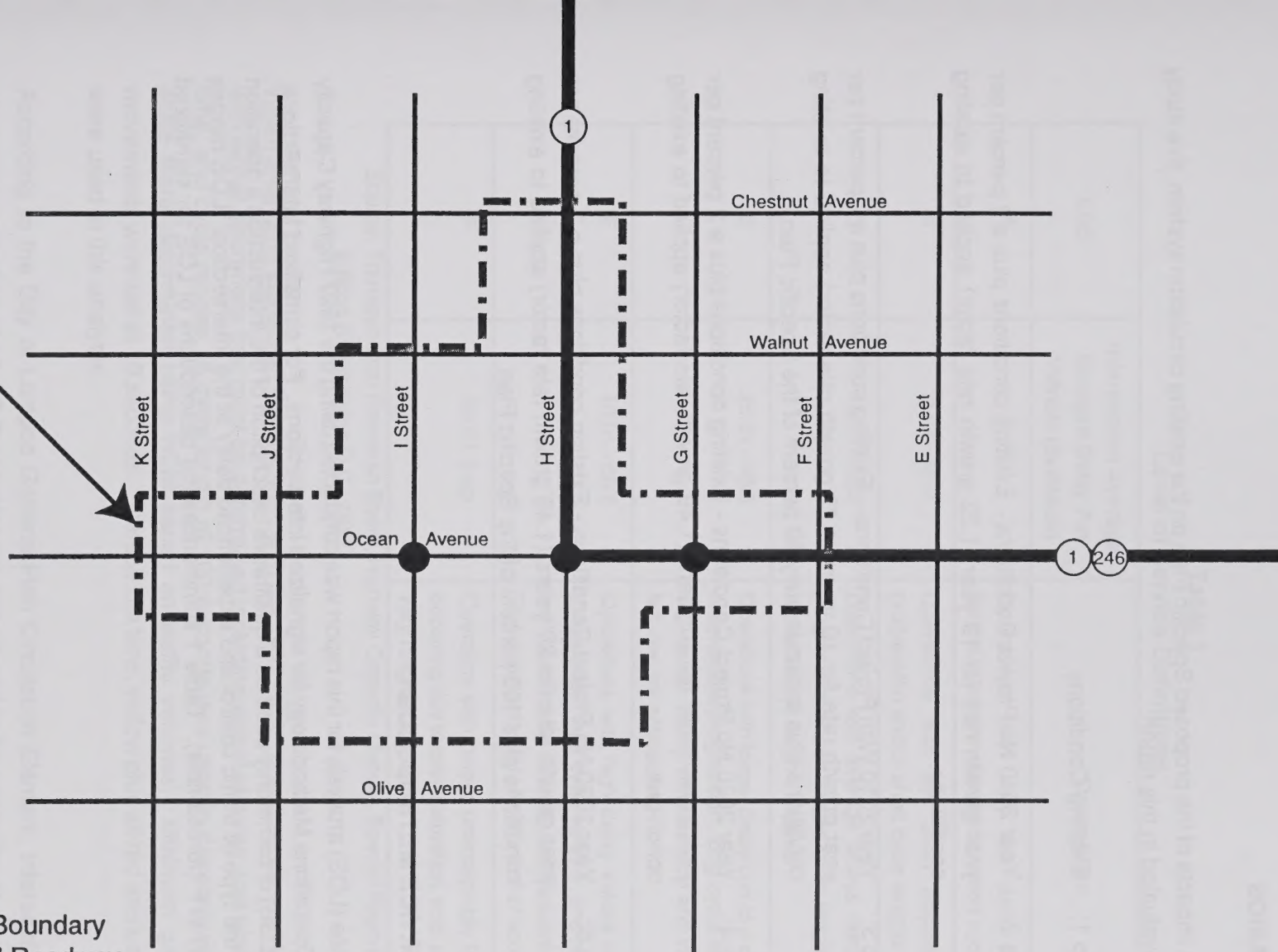
**Specific Plan
Study Area**



Not to Scale

Key:

-  Specific Plan Boundary
-  Existing Paved Roadway
-  Existing State Highway
-  Study Intersection



EXISTING CONDITIONS

P.M. peak hour intersection counts were collected at three study intersections by City of Lompoc staff and are provided in Appendix A. Exhibit 2 illustrates the locations of the three study intersections and their associated p.m. peak hour counts. In addition, RBF Consulting conducted a field evaluation of the physical conditions along Ocean Avenue, including intersection geometry, signal phasing and parking. Exhibit 3 illustrates the intersection geometry for the three study intersections.

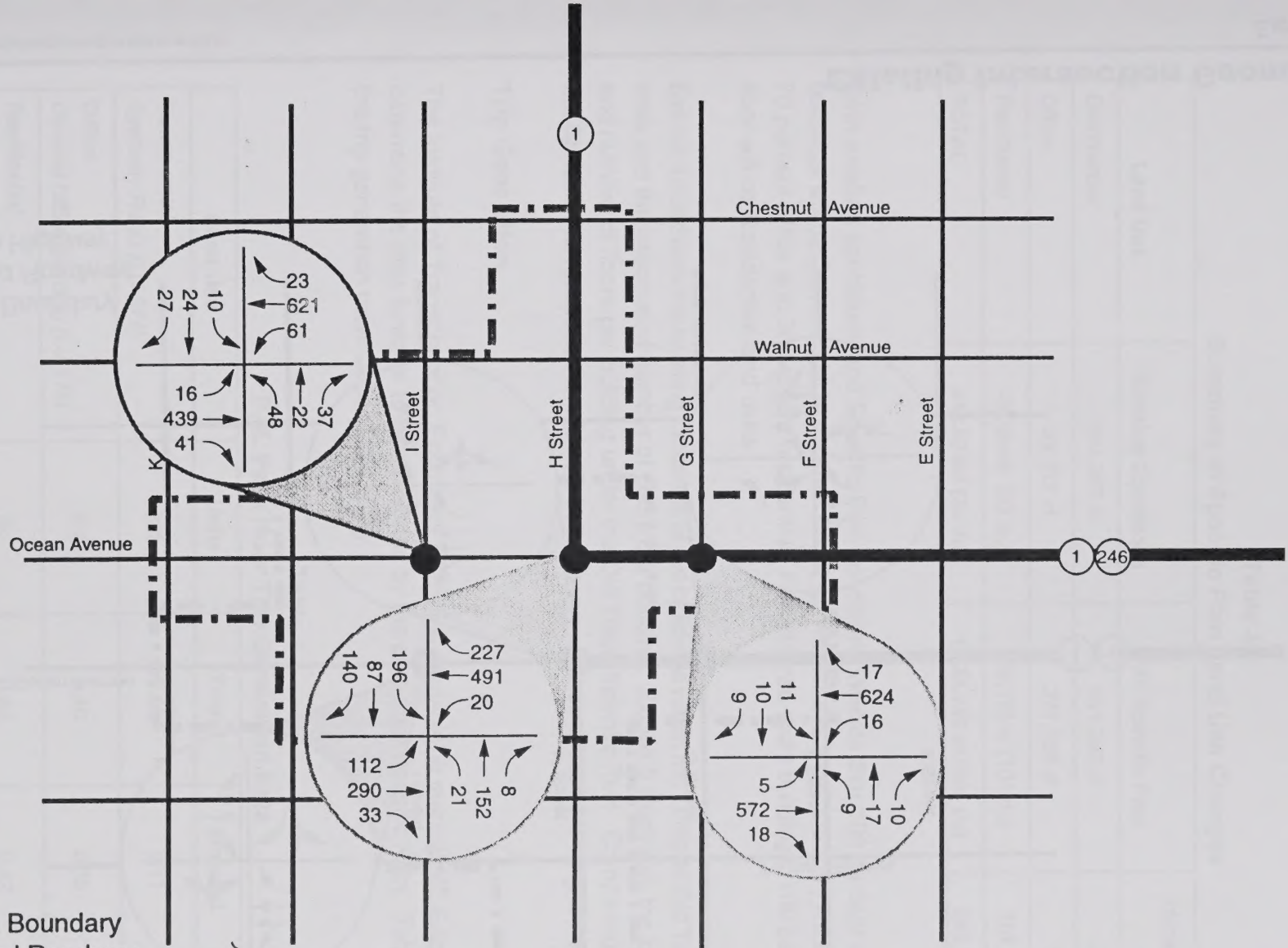
Using the existing peak hour intersection volumes and geometry illustrated in Exhibits 2 and 3, the p.m. peak hour intersection delay and level of service were calculated. The results of the analysis are summarized in Table 2. As shown in the table, all of the study intersections currently operate at LOS C or better. HCM raw data sheets for existing conditions are provided in Appendix B.

Table 2
Existing Conditions
P.M. Peak Hour LOS

Intersection	Delay	Level of Service
Ocean Avenue/G Street	10.3	B
Ocean Avenue/H Street	28.9	C
Ocean Avenue/I Street	5.1	A

PROJECT DESCRIPTION

Currently within the Old Town Specific Plan project area, the City of Lompoc has approximately 304,767 square feet of Commercial land uses, 89,212 square feet of Office land use and 48,994 square feet of Residential land use (32 dwelling units). The proposed Specific Plan is forecast to more than double the square feet for all three land uses. With the buildout of the Specific Plan area, the total square footage will increase from 442,973 square feet to 1,025,196 square feet. Table 3 summarizes the forecast increase in square footage by land use.

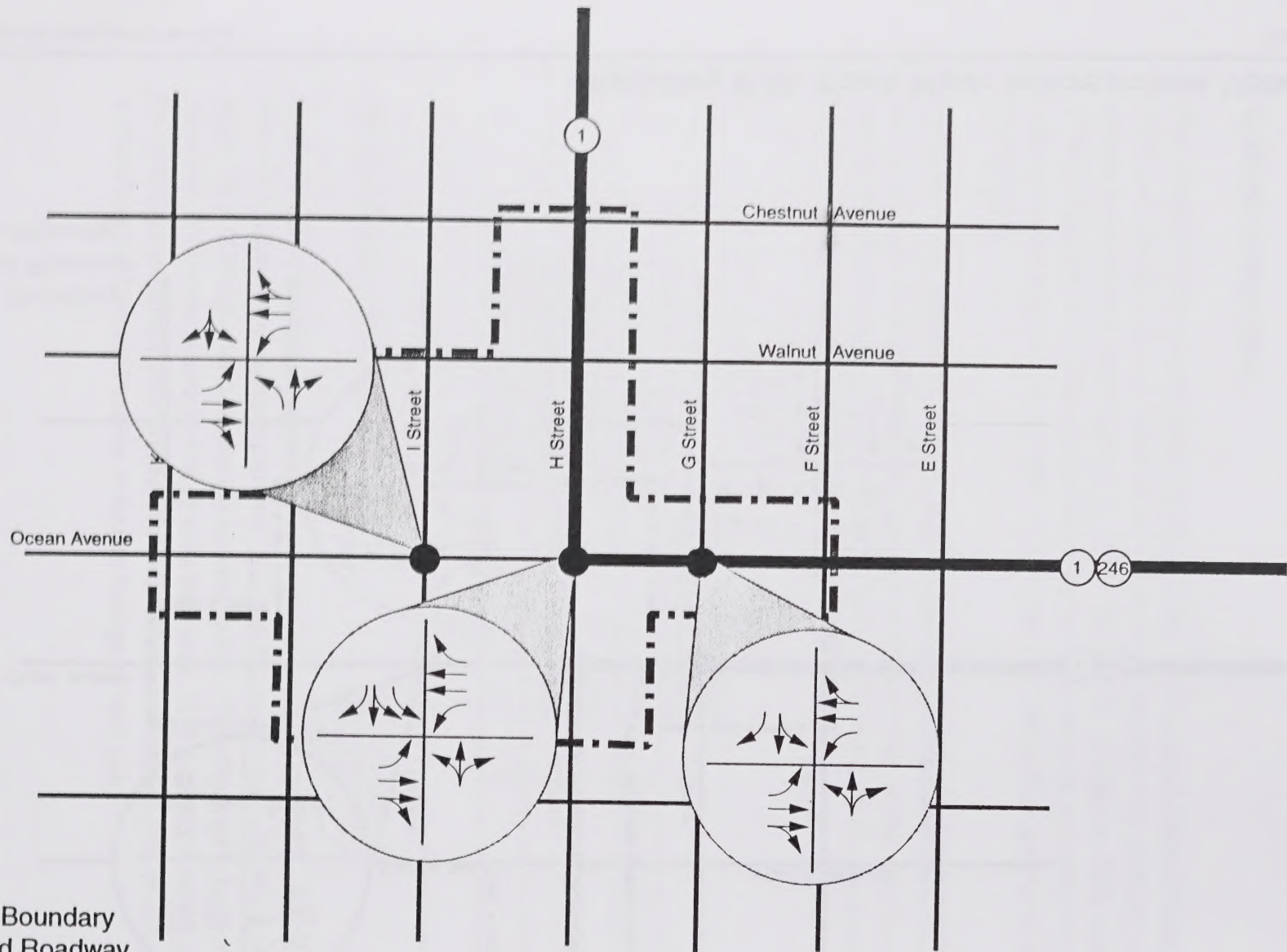


Not to Scale

Key:

- Specific Plan Boundary
- Existing Paved Roadway
- Existing State Highway

Existing P.M. Peak Hour Intersection Volumes



Not to Scale

Key:

- Specific Plan Boundary
- Existing Paved Roadway
- Existing State Highway

Table 3
Summary of Specific Plan Land Use Changes

Land Use	Existing Conditions	With Specific Plan	Increase in Square Footage
Commercial	304,767 sf	591,292 sf	286,525 sf
Office	89,212 sf	277,728 sf	188,516 sf
Residential	48,994sf (32 du)	156,176 sf (104 du)	107,182 sf (72 du)
TOTAL	442,973sf (32 du)	1,025,196 sf (104 du)	582,223 sf (72 du)

Both existing conditions and Specific Plan conditions indicate that 100 percent of all single story buildings will be Commercial land uses. Buildings which have a second story will be approximately 70 percent office and 30 percent residential. For all three-story buildings, 100 percent of the third floor will be Residential land uses.

Exhibit 4 illustrates the existing footprints of the buildings within the Lompoc Old Town Specific Plan area and the associated number of floors per building. Exhibit 5 illustrates the building footprints and number of floors per building under the Old Town Specific Plan. Comparing the two exhibits, the Specific Plan proposes to add new buildings as well as increase the height of several buildings.

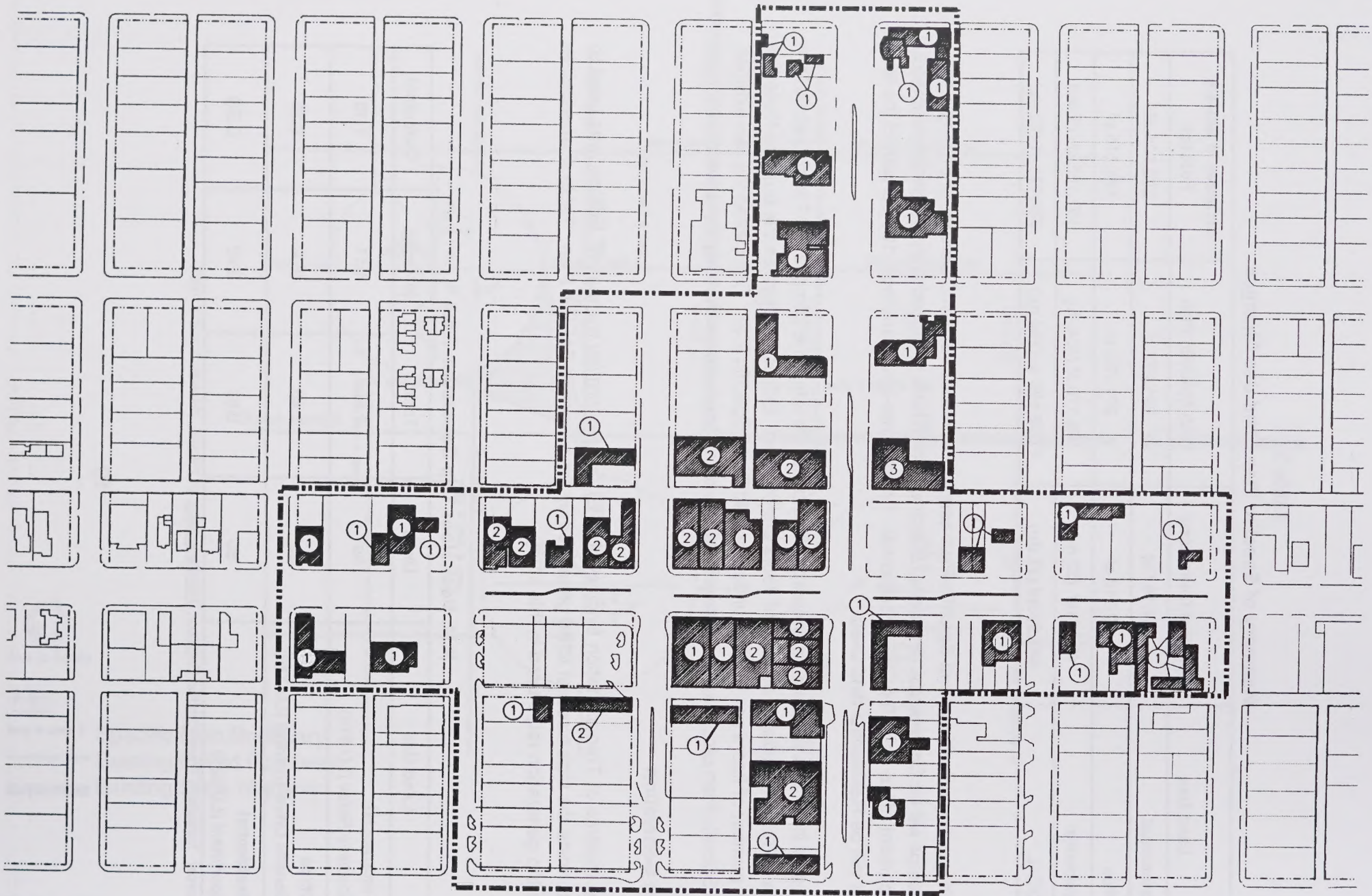
Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation* manual, 6th Edition, was used to determine the trips forecast to be generated by the proposed Specific Plan. Table 4 summarizes the trip generation rates used in this study.

Table 4
P.M. Peak Hour Trip Generation Rate

Land Use	Units	Total	Inbound	Outbound
Commercial <i>Specialty Retail (LU 814)</i>	ksf	2.59	1.11	1.48
Office <i>General Office Building (LU 710)</i>	ksf	0.46	0.08	0.38
Residential <i>Apartment (LU 220)</i>	du	0.62	0.42	0.20

Source: Institute of Transportation Engineer, *Trip Generation*, 6th Edition, Volumes 2 and 3, 1997.





Forecast project-generated trips are based on the overall net increase in square footage due to the addition of the Specific Plan. The project will be evaluated for 50 percent buildout, forecast to occur in the year 2010 and at 100 percent buildout, assumed to occur in the year 2020. Table 5 summarizes the forecast project generated trips for the proposed Specific Plan.

Table 5
Forecast Project Generated Trips

Land Use	Increase in Units	50% Buildout			100% Buildout		
		Total	Inbound	Outbound	Total	Inbound	Outbound
Commercial	286.525 ksf	371	159	212	742	318	424
Office	188.516 ksf	43	8	36	87	15	72
Residential	72 du	22	15	7	45	30	14
TOTAL		437	182	255	873	363	510

As shown in the table, at 50 percent buildout, the Specific Plan is forecast to generate approximately 437 additional p.m. peak hour trips. At 100 percent buildout, the total number of trips forecast to be generated by the Specific Plan in the p.m. peak hour is 873 trips.

Trip Capture / Passer-By Trips

The Old Town Specific Plan has been designed to include several land uses in the same building. This type of plan tends to lead toward several non-vehicle related trips. In other words. A person residing in the Old Town area may walk, rather than drive, to enjoy the commercial establishments or go to work within the Old Town area. Although the person is generating a person trip, as forecast by the ITE trip generation rates, the person never generates a vehicle trip. The ITE trip generation rates are conservative for an area such as Old Town. Although it is possible that trip capture does occur within the Specific Plan area, this analysis uses a conservative approach to forecasting project conditions by assuming that no trip capture occurs.

Trip Distribution

The primary access points for the Town Specific Plan project area are Ocean Avenue and H Street. West of the City of Lompoc is Vandenburg Air Force Base, which is accessible via Ocean Avenue. From the east, Ocean Avenue transitions to Highway 246 which connects the City of Lompoc to U.S. 101. H Street to the north of the City of Lompoc provides access to Vandenburg Village and Mission Hills.

Based on the existing traffic volumes collected for this traffic impact analysis report, trip distribution patterns were established. Exhibit 6 illustrates the trip distribution percentages assumed in this study. As shown in the exhibit, approximately 50 percent of the total trips generated by the proposed Specific Plan access the City of Lompoc via Ocean Avenue from the east (via Highway 246). Approximately 30 percent of the trips are generated from north of the Specific Plan area and access the project site, of which 20 percent access via H Street, five percent via I Street and five percent via G Street. Approximately 10 percent of the project trips access the project site from south of Ocean Avenue via I Street. Approximately 15 percent of the forecast project generated trips access the Old Town Specific Plan area via Ocean Avenue from the west.

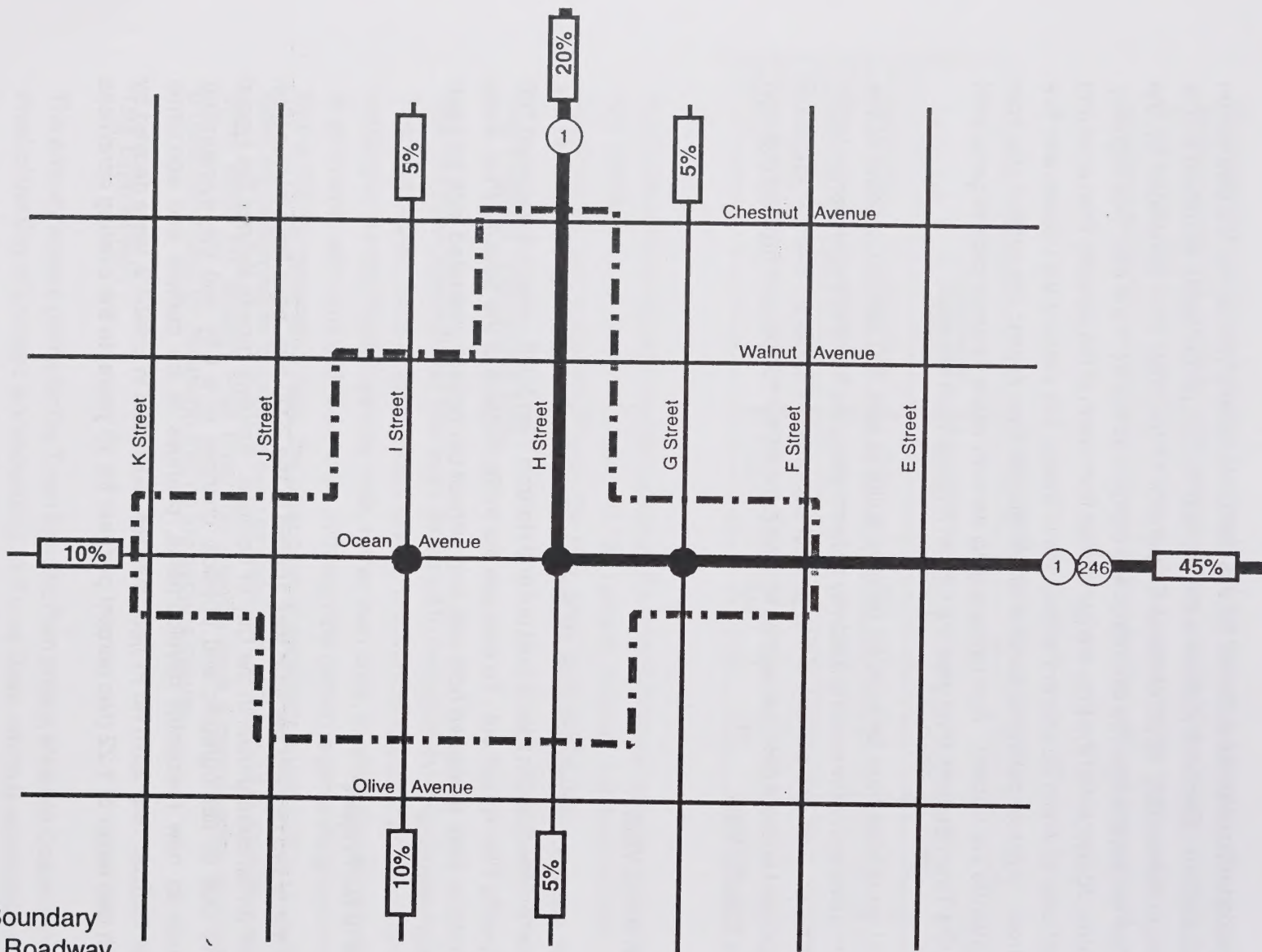
Peak hour project generated trips for both 50 percent buildout and 100 percent buildout of the Specific Plan were assigned to the existing roadway network using the trip distribution percentages illustrated in Exhibit 6. The assignment of the project-generated trips is provided in Exhibit 7 illustrates for 50 percent buildout (horizon year 2010) and Exhibit 8 for 100 percent buildout (horizon year 2020) of the Specific Plan.

HORIZON YEAR ANALYSIS

Two horizon year scenarios were evaluated for the Specific Plan: Horizon Year 2010, when it is assumed 50 percent of the Specific Plan is built out and Horizon Year 2020, when it is assumed 100 percent of the Specific Plan is built out. To evaluate the traffic impacts of the Specific Plan, study intersection operations were evaluated both with and without the project generated trips for each of the horizon year scenarios.

Horizon Year 2010 No Project

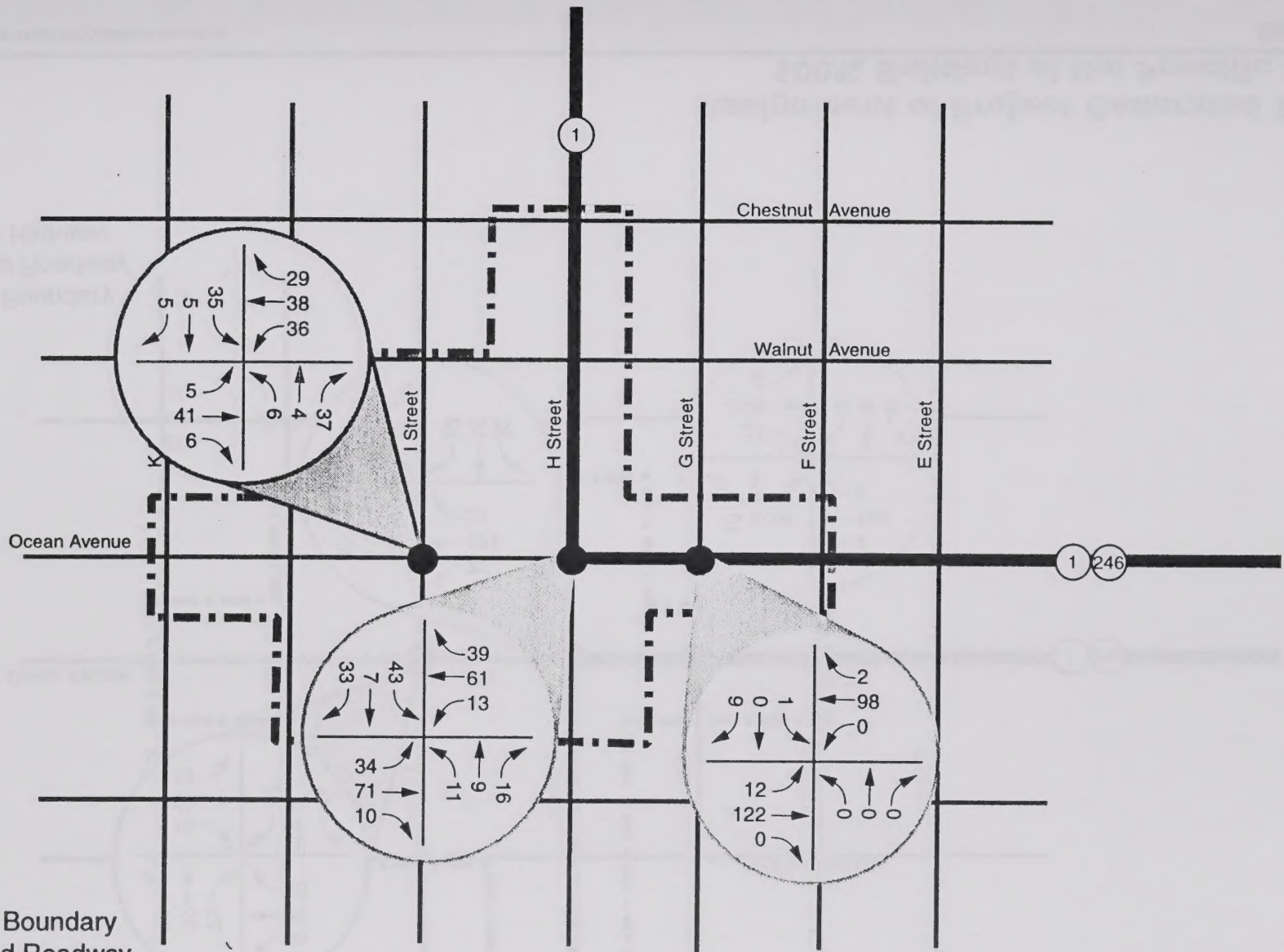
A growth rate factor of two percent per year was applied to the 2000 p.m. peak hour intersection counts to account for ambient growth in the City of Lompoc. Ambient growth defines the typical increase in traffic due to demographic and physical changes in a City and the surrounding communities, such as new residential developments, changes in job centers and economic fluctuations. The Horizon Year 2010 No Project volumes, illustrated in Exhibit 9, were derived by applying a growth rate factor of 1.22 (two percent per year for 10 years) to the existing conditions volumes.



Not to Scale

Key:

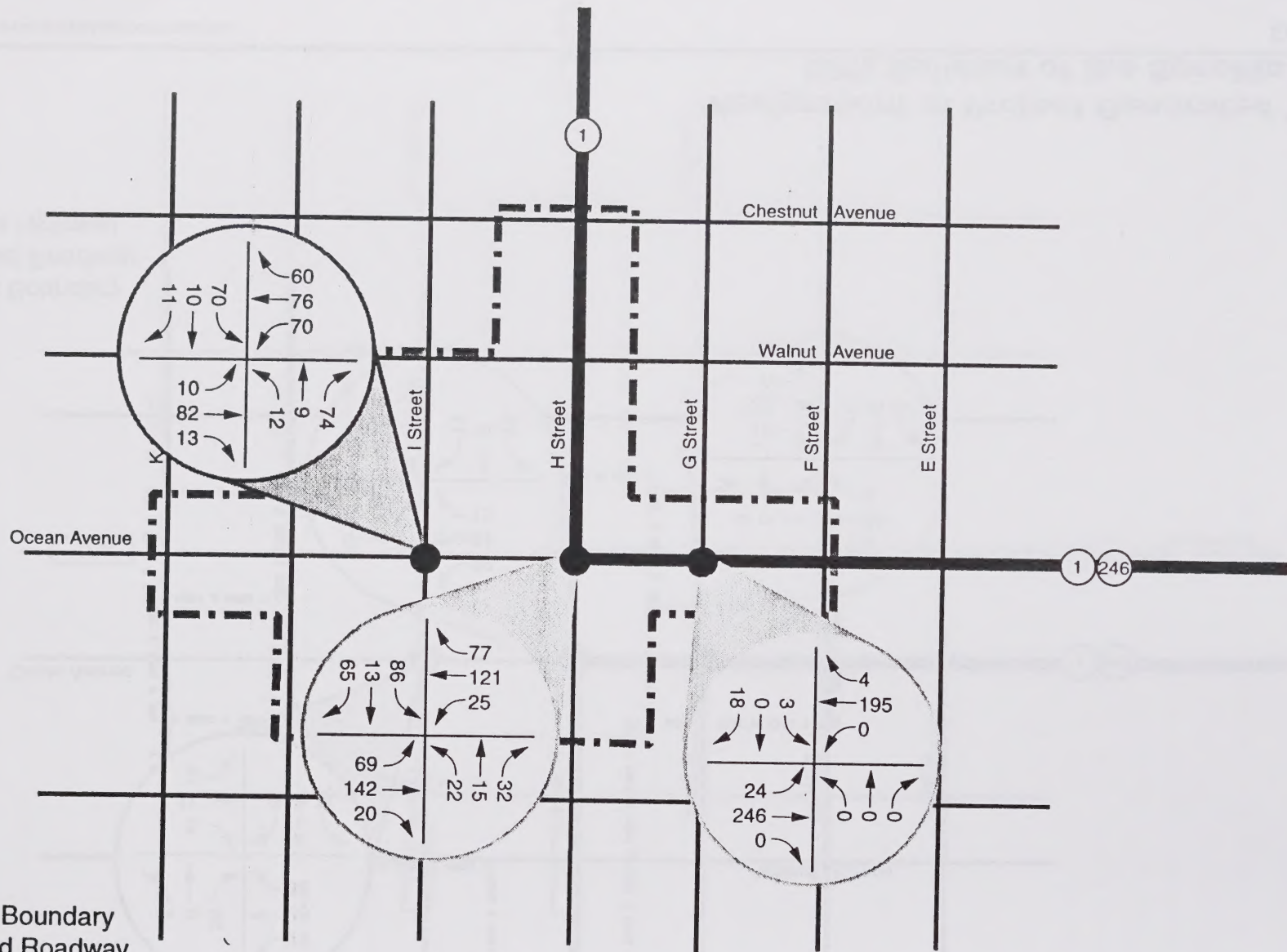
- Specific Plan Boundary
- Existing Paved Roadway
- Existing State Highway
- 10% Percent Distribution Factors



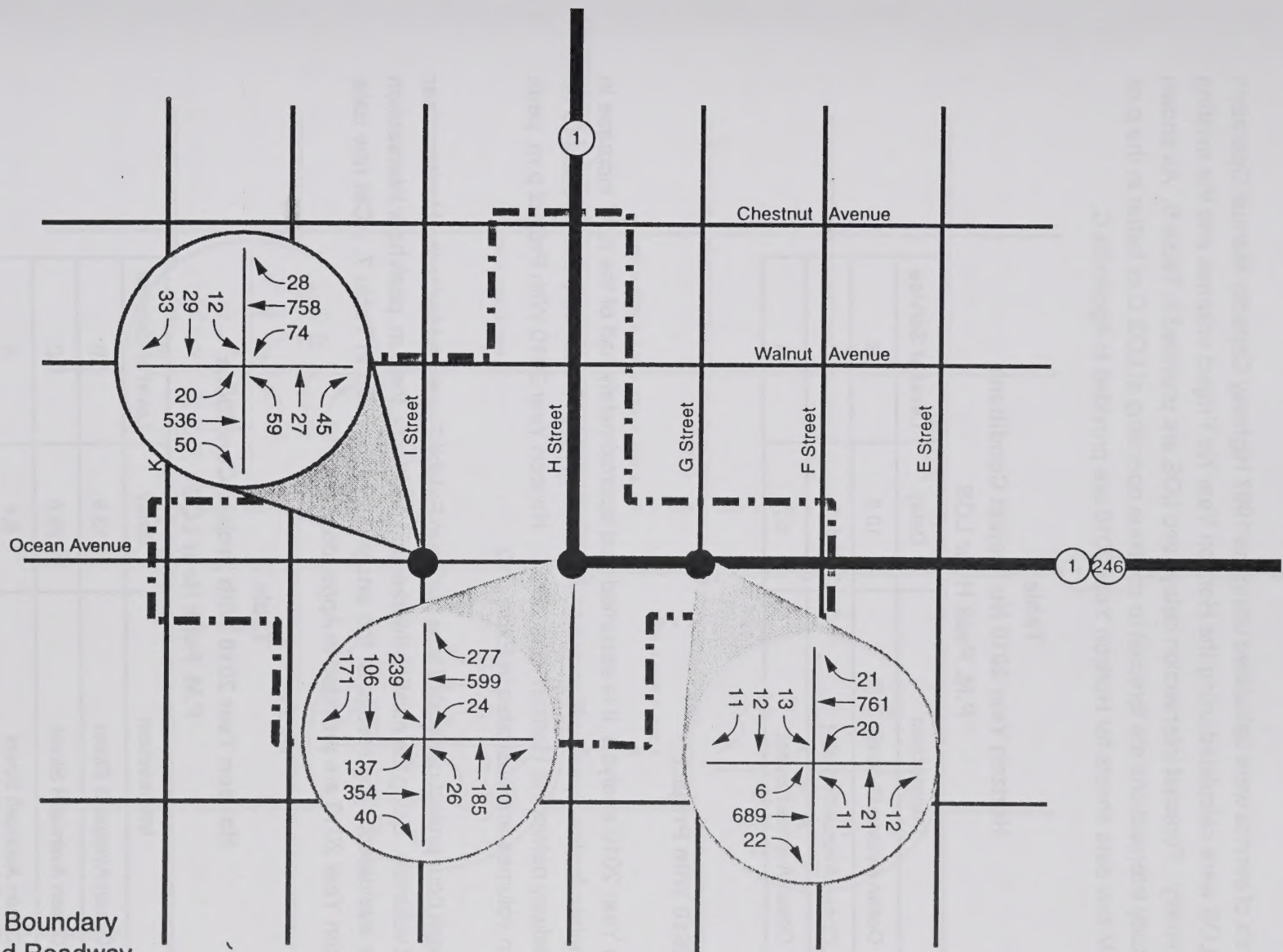
Key:

- Specific Plan Boundary
- Existing Paved Roadway
- == Existing State Highway

Assignment of Project Generated Trips 50% Buildout of the Specific Plan



Assignment of Project Generated Trips 100% Buildout of the Specific Plan



Key:

- - - Specific Plan Boundary
- Existing Paved Roadway
- Existing State Highway

Horizon Year 2010 No Project Peak Hour Intersection Volumes

Intersection levels of service were calculated using the 1997 Highway Capacity Manual Operation methodology. LOS were calculated using the Horizon Year No Project volumes and the existing intersection geometry. Forecast intersection delays and LOS are provided in Table 6. As shown in Table 3, all study intersections are forecast to continue operating at LOS C or better in the p.m. peak hour. HCM raw data sheets for Horizon Year 2010 are provided in Appendix C.

Table 6
Horizon Year 2010 No Project Conditions
P.M. Peak Hour LOS

Intersection	Delay	Level of Service
Ocean Avenue/G Street	10.6	B
Ocean Avenue/H Street	28.4	C
Ocean Avenue/I Street	5.2	A

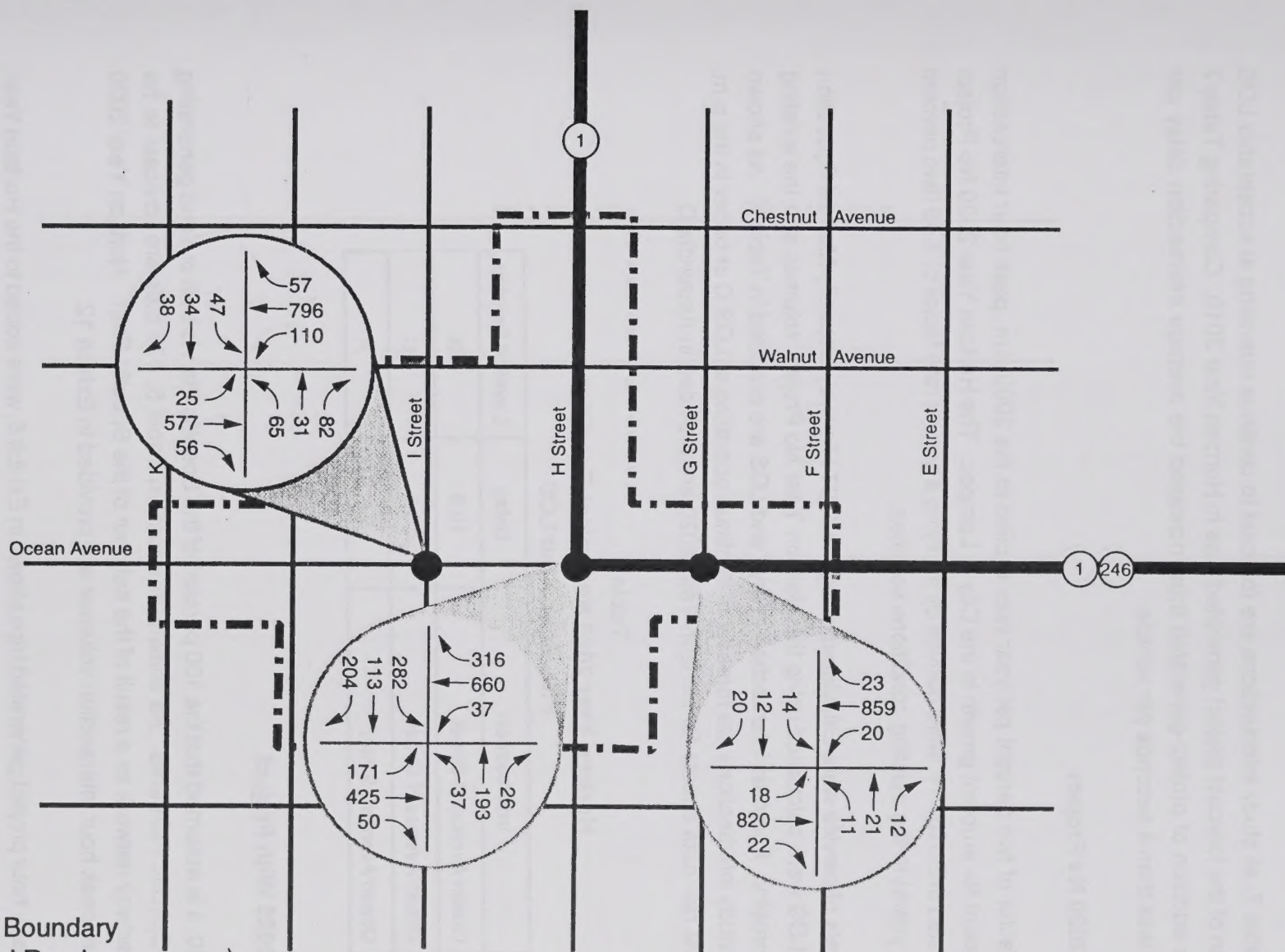
Horizon Year 2010 With Project

For the Horizon Year 2010 analysis, it is assumed that approximately half of the total increase in land use is complete for the Specific Plan area. Approximately 437 new trips are forecast to be added to the roadway network in Horizon Year 2010. Horizon Year 2010 With Project p.m. peak hour intersection volumes are illustrated in Exhibit 10.

Forecast p.m. peak hour project generated trips shown in Exhibit 7, were added to the Horizon Year 2010 No Project volumes. Using the existing intersection geometry, the p.m. peak hour intersection operations were evaluated. The results of the analysis are provided in Table 7. HCM raw data sheets for Horizon Year 2010 are provided in Appendix C.

Table 7
Horizon Year 2010 With Project Conditions
P.M. Peak Hour LOS

Intersection	Delay	Level of Service
Ocean Avenue/G Street	13.9	B
Ocean Avenue/H Street	29.6	C
Ocean Avenue/I Street	5.4	A



- Key:**
- Specific Plan Boundary
 - Existing Paved Roadway
 - Existing State Highway

Horizon Year 2010 With Project Peak Hour Intersection Volumes

As shown in Table 7, all study intersections are forecast to continue operating at acceptable LOS with the addition of the forecast project generated trips in Horizon Year 2010. Comparing Table 7 to Table 6, the addition of project-generated trips increased the average intersection delay per intersection by less than 4 seconds per vehicle.

Horizon Year 2020 No Project

A growth rate factor of two percent per year was applied to the 2000 p.m. peak hour intersection volumes to account for ambient growth in the City of Lompoc. The Horizon Year 2020 No Project volumes, illustrated in Exhibit 11, were derived by applying a growth rate factor of 1.49 (two percent per year for 20 years) to the existing conditions volumes.

Intersection levels of service were calculated using the 1997 Highway Capacity Manual Operation methodology. LOS were calculated using the Horizon Year No Project volumes and the existing intersection geometry. Forecast intersection delays and LOS are provided in Table 8. As shown in the table, all study intersections are forecast to continue operating at LOS C or better in the p.m. peak hour. HCM raw data sheets for Horizon Year 2020 are provided in Appendix D.

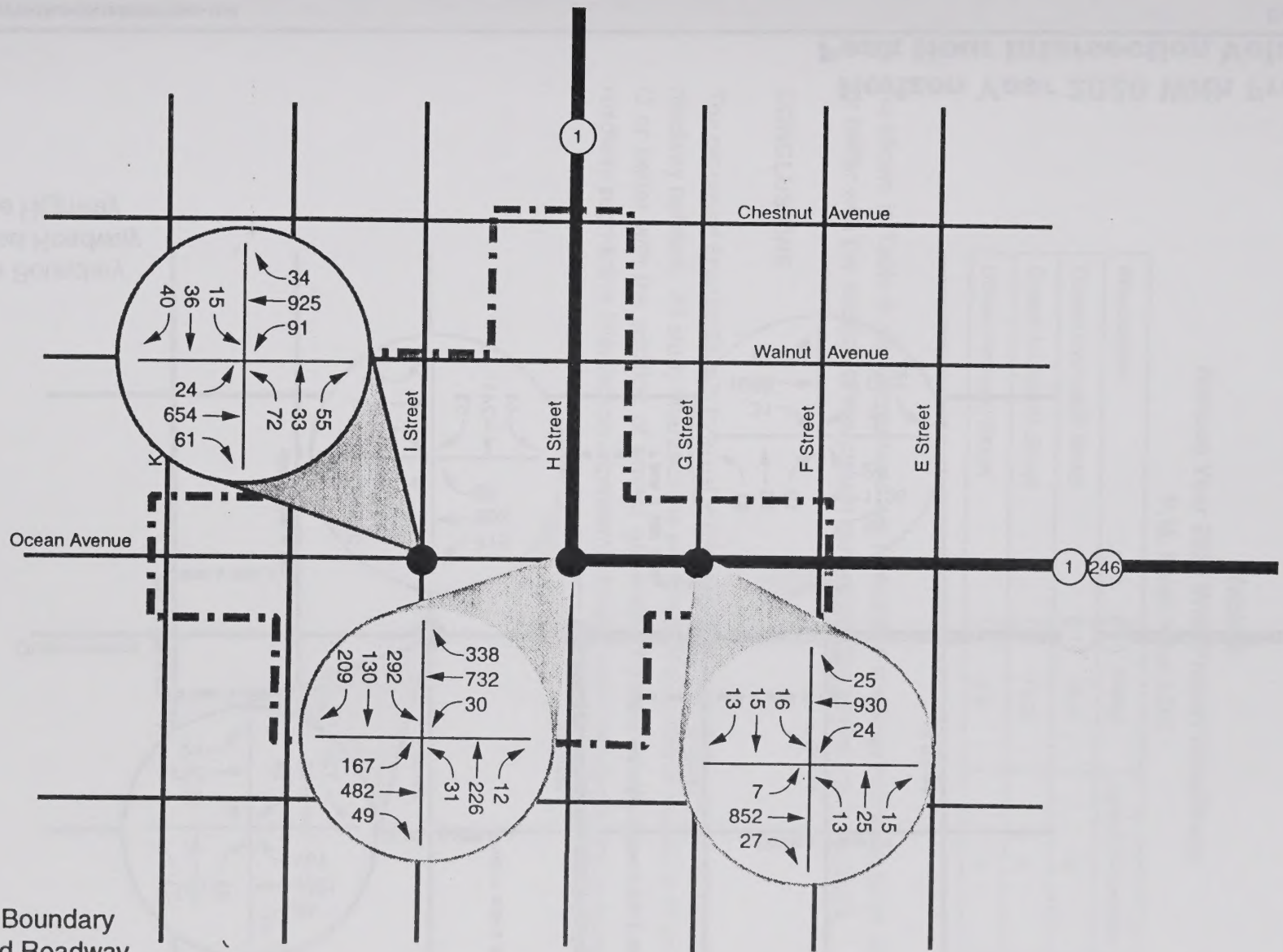
Table 8
Horizon Year 2020 No Project Conditions
P.M. Peak Hour LOS

Intersection	Delay	Level of Service
Ocean Avenue/G Street	10.9	B
Ocean Avenue/H Street	29.8	C
Ocean Avenue/I Street	5.4	A

Horizon Year 2020 With Project

By the year 2020, it is assumed that the 100 percent of the Specific Plan is built out and generating trips within the Specific Plan area. As shown previously in Table 5, 873 trips are forecast to be added to the roadway network as a result of the buildout of the Specific Plan. Horizon Year 2020 With Project p.m. peak hour intersection volumes are provided in Exhibit 12.

Forecast p.m. peak hour project generated trips shown in Exhibit 8, were added to the Horizon Year 2020 No Project volumes. Using the existing intersection geometry, the p.m. peak hour intersection operations were evaluated. The results of the analysis are provide in Table 9. HCM raw data sheets for Horizon Year 2020 are provided in Appendix D.

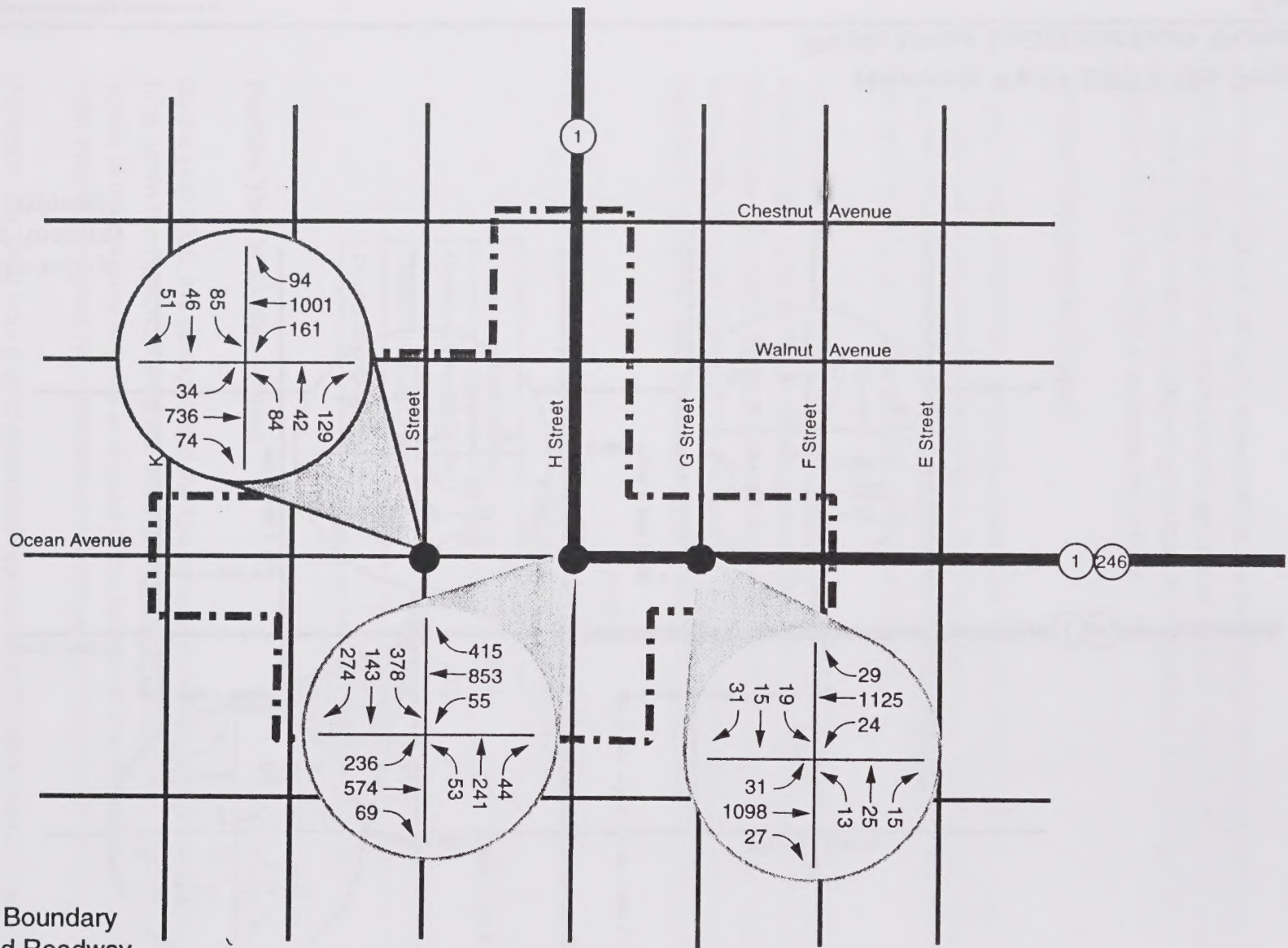


Not to Scale

Key:

- - - Specific Plan Boundary
- Existing Paved Roadway
- Existing State Highway

Horizon Year 2020 No Project Peak Hour Intersection Volumes



Not to Scale

Key:

- Specific Plan Boundary
- Existing Paved Roadway
- Existing State Highway

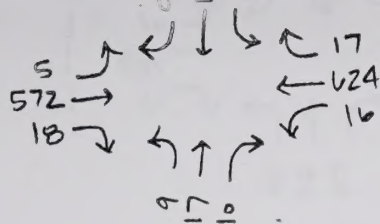
Table 9
Horizon Year 2020 With Project Conditions
P.M. Peak Hour LOS

Intersection	Delay	Level of Service
Ocean Avenue/G Street	18.8	B
Ocean Avenue/H Street	34.3	C
Ocean Avenue/I Street	5.8	A

As shown in Table 9, all intersections are forecast to continue operating at an acceptable LOS C or better with the addition of the project generated trips in Horizon Year 2020.

CONCLUSIONS

The proposed Specific Plan is forecast to add approximately 837 p.m. peak hour trips to the existing roadway network. All study intersections are forecast to continue operating at an acceptable LOS C or better with the addition of project generated trips for all study scenarios. Therefore, no roadway segment or intersection improvements are recommended for the proposed Specific Plan.



City of Lompoc
Community Services Department
Engineering Division

File Name : g-ocean2000
Site Code : 00000000
Start Date : 10/24/2000
Page No : 1

Groups Printed- Unshifted

Start Time	G ST From North				OCEAN AVE From East				G ST From South				OCEAN AVE From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	1	1	2	14	4	151	3	4	0	4	2	5	1	127	5	7	331
04:15 PM	2	2	3	7	3	167	4	0	1	6	1	4	3	144	3	1	351
04:30 PM	5	1	3	3	6	154	5	0	7	3	5	0	1	173	7	1	374
04:45 PM	3	6	1	3	3	152	5	1	1	4	2	3	0	128	3	3	318
Total	11	10	9	27	16	624	17	5	9	17	10	12	5	572	18	12	1374
Grand Total	11	10	9	27	16	624	17	5	9	17	10	12	5	572	18	12	1374
Apprch %	19.3	17.5	15.8	47.4	2.4	94.3	2.6	0.8	18.8	35.4	20.8	25.0	0.8	94.2	3.0	2.0	
Total %	0.8	0.7	0.7	2.0	1.2	45.4	1.2	0.4	0.7	1.2	0.7	0.9	0.4	41.6	1.3	0.9	

Start Time	G ST					OCEAN AVE					G ST					OCEAN AVE					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour From 04:00 PM to 04:45 PM - Peak 1 of 1

By Approach 04:00 PM

Volume 11 10 9 27 57
Percent 19.3 17.5 15.8 47.4

High Int. 04:00 PM

Volume 1 1 2 14 18

Peak Factor 0.792

04:00 PM

16 624 17 5 662
2.4 94.3 2.6 0.8

04:15 PM

3 167 4 0 174

0.951

04:00 PM

9 17 10 12 48
18.8 35.4 20.8 25.0

04:30 PM

7 3 5 0 15

0.800

04:00 PM

5 572 18 12 607
0.8 94.2 3.0 2.0

04:30 PM

1 173 7 1 182

0.834

City of Lumpoc
Community Services Department
Engineering Division

File Name : h-ocean2000
Site Code : 00000000
Start Date : 10/25/2000
Page No : 1

Groups Printed- Unshifted

Start Time	H ST From North				OCEAN AVE From East				H ST From South				OCEAN AVE From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:30 PM	52	22	30	4	4	117	51	1	2	43	4	4	32	75	6	5	452
04:45 PM	59	18	37	1	7	116	64	0	4	38	2	4	18	74	9	5	456
Total	111	40	67	5	11	233	115	1	6	81	6	8	50	149	15	10	908
05:00 PM	55	22	43	8	5	129	55	0	9	40	2	3	23	72	9	6	481
05:15 PM	30	25	30	2	4	129	57	0	6	31	0	1	39	69	9	0	432
Grand Total	196	87	140	15	20	491	227	1	21	152	8	12	112	290	33	16	1821
Apprch %	44.7	19.9	32.0	3.4	2.7	66.4	30.7	0.1	10.9	78.8	4.1	6.2	24.8	64.3	7.3	3.5	177.5 Vch
Total %	10.8	4.8	7.7	0.8	1.1	27.0	12.5	0.1	1.2	8.3	0.4	0.7	6.2	15.9	1.8	0.9	

Start Time	H ST From North					OCEAN AVE From East					H ST From South					OCEAN AVE From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour From 04:30 PM to 05:15 PM - Peak 1 of 1

By Approach 04:30 PM

Volume	196	87	140	15	438	20	491	227	1	739	21	152	8	12	193	112	290	33	16	451
Percent	44.7	19.9	32.0	3.4		2.7	66.4	30.7	0.1		10.9	78.8	4.1	6.2		24.8	64.3	7.3	3.5	
High Int.	05:00 PM					05:15 PM					05:00 PM					04:30 PM				
Volume	55	22	43	8	128	4	129	57	0	190	9	40	2	3	54	32	75	6	5	118
Peak Factor	0.855					0.972					0.894					0.956				

City of Lompoc
Community Services Department
Engineering Division

File Name : I-ocean2000
Site Code : 00000000
Start Date : 11/01/2000
Page No : 1

Groups Printed- Unshifted

Start Time Factor	I ST From North				OCEAN AVE From East				I ST From South				OCEAN AVE From West				Int. Total
	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	
05:15 PM	3	3	4	5	23	139	4	2	4	6	12	1	6	127	11	2	352
05:30 PM	1	1	9	6	12	139	8	2	12	4	13	2	2	112	11	3	337
05:45 PM	3	7	7	2	14	161	6	1	16	6	6	2	3	89	14	1	338
Total	7	11	20	13	49	439	18	5	32	16	31	5	11	328	36	6	1027
06:00 PM	3	13	7	1	12	182	5	1	16	6	6	1	5	111	5	2	376
Grand Total	10	24	27	14	61	621	23	6	48	22	37	6	16	439	41	8	1403
Apprch %	13.3	32.0	36.0	18.7	8.6	87.3	3.2	0.8	42.5	19.5	32.7	5.3	3.2	87.1	8.1	1.6	
Total %	0.7	1.7	1.9	1.0	4.3	44.3	1.6	0.4	3.4	1.6	2.6	0.4	1.1	31.3	2.9	0.6	

Start Time	I ST					OCEAN AVE					I ST					OCEAN AVE					Int. Total
	From North				App. Total	From East				App. Total	From South				App. Total	From West				App. Total	
	Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		
Peak Hour From 05:15 PM to 06:00 PM - Peak 1 of 1																					
By Approach	05:15 PM					05:15 PM					05:15 PM					05:15 PM					
Volume	10	24	27	14	75	61	621	23	6	711	48	22	37	6	113	16	439	41	8	504	
Percent	13.3	32.0	36.0	18.7		8.6	87.3	3.2	0.8		42.5	19.5	32.7	5.3		3.2	87.1	8.1	1.6		
High Int.	06:00 PM					06:00 PM					05:30 PM					05:15 PM					
Volume	3	13	7	1	24	12	182	5	1	200	12	4	13	2	31	6	127	11	2	146	
Peak Factor	0.781					0.889					0.911					0.863					

SUPPORT B
EXISTING CONDITIONS
HCM RAW WORKSHEETS

Existing Conditions

Fri Nov 10, 2000 15:34:48

Page 1-1

Lompoc Specific Plan
Existing Conditions
P.M. Peak Hour

Scenario Report

Scenario: Existing Conditions

Command: Existing Conditions
Volume: Existing
Geometry: existing
Impact Fee: Default Impact Fee
Trip Generation: None
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Existing Conditions

Existing Conditions

Fri Nov 10, 2000 15:34:48

Page 2-1

Lompoc Specific Plan
Existing Conditions
P.M. Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Avenue/I Street	B	10.3 0.228	B	13.8 0.286	+ 3.529 D/V
# 2 Ocean Avenue/H Street	C	28.9 0.382	C	28.5 0.482	-0.452 D/V
# 3 Ocean Avenue/G Street	A	5.1 0.204	A	5.3 0.239	+ 0.170 D/V

Existing Conditions Fri Nov 10, 2000 15:34:48 Page 3-1

Lompoc Specific Plan
Existing Conditions
P.M. Peak HourLevel Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #1 Ocean Avenue/I Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.228
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
 Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module: >> Count Date: 25 Oct 2000 << 4:00-4:45pm

	Base Vol:	Growth Adj:	Initial Bse:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
	48	22	37	10	24	27	16	439	41	61	621
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	48	27	37	10	24	27	16	439	41	61	621
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	48	22	37	10	24	27	16	439	41	61	621
	0	0	0	0	0	0	0	0	0	0	0
	48	22	37	10	24	27	16	439	41	61	621
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	48	22	37	10	24	27	16	439	41	61	621

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.91	0.91	0.81	0.81	0.81	0.95	0.94	0.94	0.95	0.95	0.95
Lanes:	1.00	0.37	0.63	0.16	0.39	0.45	1.00	1.83	0.17	1.00	1.93	0.07
Final Sat.:	1566	642	1080	252	606	682	1805	3259	304	1805	3464	128

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.01	0.13	0.13	0.03	0.18	0.18
Crit Moves:	****											
Green Time:	16.3	16.3	16.3	16.3	16.3	16.3	10.0	73.7	73.7	10.0	73.7	73.7
Volume/Cap:	0.19	0.21	0.21	0.24	0.24	0.24	0.09	0.18	0.18	0.34	0.24	0.24
Delay/Veh:	36.5	36.7	36.7	37.0	37.0	37.0	41.1	4.0	4.0	43.0	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	36.7	36.7	37.0	37.0	37.0	41.1	4.0	4.0	43.0	4.3	4.3
DesignQueue:	2	1	2	0	1	1	1	7	1	3	9	0

Existing Conditions Fri Nov 10, 2000 15:34:48 Page 4-1

Lompoc Specific Plan
Existing Conditions
P.M. Peak HourLevel Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #2 Ocean Avenue/H Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.9
 Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module: >> Count Date: 25 Oct 2000 << 4:30-5:15

	Base Vol:	Growth Adj:	Initial Bse:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
	21	152	8	196	87	140	112	290	33	20	491
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	21	152	8	196	87	140	112	290	33	20	491
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	21	152	8	196	87	140	112	290	33	20	491
	0	0	0	0	0	0	0	0	0	0	0
	21	152	8	196	87	140	112	290	33	20	491
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	21	152	8	196	87	140	112	290	33	20	491

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	0.12	0.84	0.04	1.39	0.61	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	196	1418	75	2545	1130	1615	1805	3193	363	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.08	0.08	0.09	0.06	0.09	0.09	0.01	0.14	0.14
Crit Moves:	****											
Green Time:	28.0	28.0	28.0	22.7	22.7	22.7	16.2	25.9	25.9	25.9	35.6	35.6
Volume/Cap:	0.38	0.38	0.38	0.34	0.34	0.38	0.38	0.35	0.35	0.04	0.38	0.40
Delay/Veh:	29.5	29.5	29.5	32.6	32.6	33.4	38.2	30.4	30.4	27.8	24.2	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	29.5	29.5	32.6	32.6	33.4	38.2	30.4	30.4	27.8	24.2	24.6
DesignQueue:	1	6	0	9	4	6	5	12	1	1	18	8

U.C. BERKELEY LIBRARIES



C124880028

